



City of Bloomington  
Common Council

2009 Council Sidewalk Committee Packet

*Initial Meeting at 4:30 p.m. on  
13 October 2008  
In the McCloskey Room*

Office of the Common Council  
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Bloomington, Indiana 47402

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City**

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**Agenda for Common Council Sidewalk Committee**  
**4:30 p.m. on October 13, 2008**  
**McCloskey Room, Room 135**  
**Showers City Hall, 401 North Morton Street**

1. Preliminary Matters
  - Introductions
  - Election of Chair
  - Motion for Council Office to Prepare a Record of the Proceedings
  - Approve Memorandum for January 28, 2008 Debriefing Meeting
2. Funding for 2009
  - \$225,000 Alternative Transportation Fund Appropriation – Amounts Allocated Between Traffic Calming and Sidewalks
  - \$125,000 Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects
3. Recently Completed and On-Going Council Sidewalk Projects
  - Progress Report on 2004-2008 Projects
4. Evaluation of Previously Considered Projects
  - Review of Criteria
  - Preliminary Evaluation by Plan Department using objective measures
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

*Note: The Committee may need to schedule the next meetings and adjourn prior to concluding all the items on this agenda.*

## **Appendix One – Preliminary Matters**

### **Sidewalk Committee Members**

Isabel Piedmont, District 5  
Dave Rollo, District 4  
Chris Sturbaum, District 1  
Brad Wisler, District 2

### **Invited to Attend**

Regina Moore, City Clerk

### **City Departments & Staff**

#### **Council Office**

Dan Sherman, Council  
Administrator/Attorney  
Stacy Jane Rhoads, Assistant  
Administrator/Researcher

#### **Public Works**

Susie Johnson, Director  
Justin Wykoff, Manager of  
Engineering Services

#### **Planning**

Scott Robinson, Long Range /  
Transportation Manager  
Joe Fish, Transportation Planner

#### **Utilities**

Mike Bengtson, Assistant Director,  
Utilities, Engineering  
Jane Fleig, Assistant Engineer

#### **HAND**

Bob Woolford, Housing Coordinator

#### **Parks and Recreation**

Steve Cotter, Natural Resources  
Manager

### **Other Matters**

- *Elect Chair*
- *Move for Council Office to Prepare a Record of the Proceedings*
- *Approve Memorandum for January 28, 2008 Debriefing Meeting (enclosed)*



**Common Council Sidewalk Committee**  
**28 January 2008, Noon**  
**M'Closkey Room**  
**401 N. Morton**

**MEMORANDUM**

***In attendance:***

Committee Members: Susan Sandberg (President), Andy Ruff and Chris Sturbaum.

Staff: Steve Cotter (Parks and Recreation), Joe Fish (Planning), Scott Robinson (Planning), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

**I. Purpose of Meeting**

President Sandberg stated that the purpose of this meeting is to review what worked well with the previously-completed 2008 Sidewalk Committee deliberations and what warrants improvement.

**II. Suggestions**

Sandberg asked members and staff how the process might be improved next year. Staff and members made the following suggestions.

- Sandberg offered that she felt that the most helpful meeting was the one she had with Justin Wykoff, Manager of Engineering Services, on 20 December 2007 to get his perspective on the proposed projects.
- Fish suggested that it may be helpful to move the discussion of the projects and their feasibility to a point earlier in the process. Robison echoed this by encouraging the Committee to closely review the list in light of the Committee's criteria early in the process.
- Cotter offered that it seems like the list of Sidewalk Committee projects is only growing and that demand continues to far exceed funds. Sherman explained that, at approximately 30 projects, the list is longer than it has ever been. The number of new requests seems to be getting longer too.
- Sandberg pointed out that if connectivity is a priority, such priority should be fore grounded.
- Cotter offered that one question that seems to be apparent is whether the Committee should focus its efforts on small jobs and do a good job in a certain geographic region or if it should spread its funding around to different areas.
- Sandberg suggested that when the Council Office solicits sidewalk project proposals at the commencement of the Sidewalk Committee season, it might want to provide Councilmembers with a copy of the current list of projects, so that they have some sense of what the Committee already has before it.

### **III. Toward Objective, Prioritized Criteria**

The bulk of the Committee's discussion on improving the process focused on working to tie criteria to funding. Sturbaum pointed out that, while the Sidewalk Committee has stated criteria, oftentimes, the Committee makes its decisions based on how much money is available, not necessarily what is of the highest need. Sturbaum suggested that the Committee work to develop some sort of objective rating system whereby the Committee can compare the relative priority of each project and can better link funding to need. Sturbaum said staff should devise a rating system.

#### ***Pedestrian Level of Service***

- Fish pointed out that the Committee may be interested in a scientific planning tool called the *Pedestrian Level of Service* (PLOS). This tool is used by many planners throughout the country to assess sidewalk projects and may be helpful to the Sidewalk Committee in ranking existing projects. This modality incorporates statistically-significant roadway classification and safety variables (the Committee's first two criteria). While the Committee's next two criteria -- pedestrian usage and proximity to destination points -- is not captured in the PLOS model, other planning tools can be used to account for these measures. The Committee's last criterion -- cost -- could be accounted for by the Committee in its final decision-making process.
- Fish made it clear that any rankings generated by the Planning staff are just intended to be a guide, the Committee will have to examine and discuss each ranking and make any changes it deems appropriate.
- The Committee agreed that the following should be subjected to the PLOS analysis. After PLOS, the Committee can work to refine the ratings.
  - All previously-funded, but incomplete projects;
  - New projects;
  - Previously considered, but unfunded projects; and
  - Previously considered projects funded by other sources
- Sturbaum stated that that if the Sidewalk projects were discussed in two phases (Phase I- General Review & Phase II – Discussion of Estimates), it is important rate projects first during Phase I, before there is any discussion of cost. If safety is a big priority, then it should be prioritized as, as much – independent of cost. There may be compelling reasons to rate a project as a high priority, even though the project may be cost prohibitive.
- Sturbaum stated that at the first meeting of the Sidewalk Committee next year, the Committee should have in had a list of staff-reviewed/vetted projects and an analysis of each project. The analysis should include the rating, context and importance of the project.
- Sherman expressed concern about the objectivity of PLOS. Fish responded that the PLOS analysis is a widely-used, scientifically-valid measure – a quantitative infrastructure evaluation. When it comes to measuring the safety, PLOS looks at variables such as: speed on road, volume of traffic, width of sidewalk and buffer from road. Fish added that PLOS can also be used to discern the relative value of two proposed improvements and what the addition of a sidewalk and/or treeplot would do to improve the walking environment. For example, PLOS could be used to compare proposed projects at 5<sup>th</sup> and 3<sup>rd</sup> streets. After plugging the variables into the PLOS

formula, PLOS might reveal that improvements at one site significantly increase the safety and walkability of an area while improvements at the other site, only marginally do so.

- Fish and Planning agreed to run all the current projects through a PLOS analysis in preparation of next year's meeting. Cotter stated that he and other staff will meet with Planning to review their findings before the analysis is turned over to the Committee.

#### **IV. Other Procedural Matters**

Historically, the Committee has spent the first one-three meetings hearing from City staff about each department's sidewalk and sidepath projects. Sherman asked if the Committee wanted to continue with this practice next year. Sturbaum responded that the Committee should "hit the ground running" by turning to projects and ratings at its first meeting. Then, the second meeting of the Committee could be devoted to what might be missing.

#### **V. Approval of Table of Deliberations**

The Committee approved the *Table of Deliberations* with the addition of the Rogers Street project.

<b>South Rogers (Sturbaum)</b>	Rockport Road to Country Club Drive (west side)	\$160,000 (design)	<b>Need:</b> South Rogers is a busy and fast flowing arterial that serves many neighborhoods.  Future improvements at the intersection of South Rogers and Country Club Road will include 500' of sidewalk. Stormwater needs to go east and could provide sidepath. CDBG funds will be used to design and acquire ROW for this project.  <b>2007 Deliberations:</b> The Committee reviewed the City's plans for sidewalks in the Broadview area. These include: a) a sidewalk and sidepath along Rogers from Country Club to Rockport Road; b) a sidepath on Country Club from South Walnut all the way to Rockport Road; and c) sidewalk along portions of Rockport Road between Rogers and Country Club. Scott Robinson was invited to attend a neighborhood meeting and will report to the Committee resident's thoughts on future projects. Greenways is funding design of the intersection. There is no need to commit ATF monies at this time.	CDBG – design CBU? ATG -- design
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#### **VI. Adjournment**

The Committee adjourned at 1:05pm

## **Appendix Two - Amount and Use of Funds for 2009**

### **Alternative Transportation Fund**

\$225,000	Appropriated for 2009
- \$20,000	Traffic Calming
<u>\$205,000</u>	

*Note: At the end of the year, the Committee will need to know about any encumbrances and the balance in the ATF in order to recommend allocation of funds in its Report.*

### **Utilities – Storm Water Funds and Projects**

**2009** - \$125,000 Available for storm water costs associated with Committee sidewalk projects

**2008** - \$26,186.22 Remaining unspent CBU Stormwater Set Aside funds this year

**Project Costs** - These allocations must cover the costs of design, acquisition of right-of-way, and construction

### **Presentation**

Chair

### **Materials**

BMC 15.37.160

ATF Fund Balance Sheet (from Mike Trexler)

History of Project Expenditures (from Penny Howard-Myers)

**Excerpt from BMC 15.37.160 Regarding the Establishment and Use of  
the Alternative Transportation Fund**

All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating ... (the Residential Neighborhood Parking Permit) program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council. (Ord. 92-06, § 1 (part), 1992).



**Alternative Transportation Fund**

**Combining Schedule of Revenues, Expenditures, and Changes in Fund Balance**

	2004	2005	2006	2007
<b>Beginning Fund Balance</b>	<b>\$ 122,846</b>	<b>\$ 233,777</b>	<b>\$ 13,689</b>	<b>\$ 58,541</b>
<b>Revenues:</b>				
Miscellaneous Revenue	175,000	100,000	200,000	200,000
Excess (Deficiency)	<u>-</u>	<u>-</u>	<u>27</u>	<u>64</u>
<b>Total Revenues</b>	<b><u>175,000</u></b>	<b><u>100,000</u></b>	<b><u>200,027</u></b>	<b><u>200,064</u></b>
<b>Expenditures:</b>				
Budget (as Adopted)	175,000	185,000	200,000	200,000
Additional Appropriations	-	135,424	-	34,000
Prior Year Encumbrances	61,016			-
Savings (Reversions)	<u>(171,947)</u>	<u>(336)</u>	<u>(44,825)</u>	<u>-</u>
<b>Total Expenditures</b>	<b><u>64,069</u></b>	<b><u>320,088</u></b>	<b><u>155,175</u></b>	<b><u>234,000</u></b>
<b>Excess (Deficiency) of Revenues Over (Under) Expenditures</b>	<b>110,931</b>	<b>(220,088)</b>	<b>44,852</b>	<b>(33,936)</b>
<b>Year End Balance</b>	<b><u>\$ 233,777</u></b>	<b><u>\$ 13,689</u></b>	<b><u>\$ 58,541</u></b>	<b><u>\$ 24,604</u></b>

**Notes:**



	2002	2003	2004	2005	2006	2007	2008		
Maxwell SW - Clifton to High	\$ -	\$ -	\$ -	\$ 10,531.43	\$ 150.00	\$ -	\$ 22,644.20	\$ 33,325.63	
Maxwell SW - Highland to Sheridan	\$ -	\$ -	\$ -	\$ -	\$ 11,873.02	\$ 67.97	\$ -	\$ 11,940.99	
Nancy SW - Ruby to Mark	\$ -	\$ -	\$ -	\$ 10,688.00	\$ 10,203.37	\$ 2,796.81	\$ -	\$ 23,688.18	
Queensway SW - High to deadend	\$ -	\$ -	\$ 11,900.00	\$ 35,725.00	\$ 7,503.00	\$ -	\$ -	\$ 55,128.00	
Roosevelt SW - 4th to 5th	\$ -	\$ -	\$ -	\$ 9,598.00	\$ 8,236.95	\$ 135,430.37	\$ -	\$ 153,265.32	
Ruby Lane Mitchell to Nancy	\$ 104,603.65	\$ 26,331.85	\$ 1,057.00	\$ 23,070.67	\$ -	\$ -	\$ -	\$ 155,063.17	
Walnut SW - Country Club to Hoosier	\$ -	\$ 13,444.60	\$ 1,218.38	\$ -	\$ -	\$ -	\$ -	\$ 14,662.98	
Winfield SW - Fair Oaks to Rechter	\$ -	\$ -	\$ -	\$ 11,536.00	\$ 77,585.18	\$ -	\$ -	\$ 89,121.18	
Winslow & High	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,350.00	\$ 21,350.00	
Traffic Calming									
3rd Street	\$ -	\$ 6,640.00	\$ 1,720.90	\$ -	\$ 359.93	\$ -	\$ 675.00	\$ 9,395.83	
9th & Morton	\$ -	\$ -	\$ 2,080.00	\$ 2,080.00	\$ -	\$ -	\$ -	\$ 4,160.00	
Azalea	\$ -	\$ -	\$ 5,640.00	\$ 11,511.60	\$ 4,827.79	\$ -	\$ -	\$ 21,979.39	
Lincoln	\$ -	\$ -	\$ 1,113.80	\$ -	\$ -	\$ -	\$ -	\$ 1,113.80	
YEARLY TOTALS	\$ 106,605.65	\$ 98,976.75	\$ 50,633.73	\$ 261,666.11	\$ 173,765.84	\$ 323,347.44	\$ 238,470.83	\$ 1,193,631.62	\$ 45,799.73
		total traffic calming		\$ 96,743.55					
		total sidewalks and paths		\$ 1,142,687.80					

## **Appendix Three - Review of Recently Completed and On-Going Council Sidewalk Committee Projects**

### Presentation

Status Report on Recently Completed and On-Going Council Committee Projects – *Presented by Justin Wykoff, Manager of Engineering Services*

### Background Material

Status Report on Recently Completed and On-Going Council Committee Projects (Justin Wykoff) - *forthcoming*

2008 Council Sidewalk Committee Report and Recommendations (without engineering estimates and aerial photos) - *enclosed*

History of Council Sidewalk Projects 2008 – 1996 - *enclosed*

# **Status Report on Recently Completed and On-Going Council Committee Projects**

(Justin Wykoff)

*Forthcoming*

# Council Sidewalk Report

## **Report of the Common Council Sidewalk Committee January 16, 2008**

### **Committee Members and Staff**

The members of the 2008 Committee were appointed by the President of the Council in 2007 and included:

- Susan Sandberg, At-Large (Chair)
- Dave Rollo, District 4
- Andy Ruff, At-Large
- Chris Sturbaum, District 1

The committee members were assisted by the following persons:

#### **Council Office**

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Assistant Administrator/Researcher

#### **Public Works**

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

#### **Planning**

Scott Robinson, Long Range / Transportation Manager

Joe Fish, Transportation Planner

Russell White, Zoning Compliance Planner

#### **HAND**

Bob Woolford, Housing Coordinator

#### **Parks and Recreation**

Steve Cotter, Natural Resources Manager

#### **Utilities**

Mike Bengtson, Assistant Director

Jane Fleig, Assistant Engineer

### **Task, Schedule, and Records of Meetings**

The Committee makes recommendations to the entire Council on use of certain appropriations for 2008 and met nine times from October 2007 to January 2008 to complete its work. Those appropriations include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160), and a City of Bloomington Utilities set aside of \$125,000 for the

stormwater component of Committee projects. Please note that both of these appropriations increased by \$25,000 over last year.

The following outline provides a brief overview of what occurred at those meetings. The Memoranda for these meetings include minutes for October 10<sup>th</sup> and 17<sup>th</sup> (available in the Council Office) and a Table of Deliberations covering the remaining seven meetings of the Committee (attached).

### **October 10 and October 17, 2007 at Noon in the McCloskey Room**

- Elected a Chairperson (Susan Sandberg);
- Requested the Council Office to make a record of the meetings;
- Reviewed the Sidewalk Inventory (which includes existing sidewalks, sidepaths and roadwalks as well as new sidewalks and side paths installed by public and private entities since last year) and heard that Public Works is preparing a City-wide sidewalk inventory that will assess their condition in order for the department to better plan repairs, replacement, and maintenance;
- Heard about proposed revisions to the Alternative Transportation and Greenways System Plan and learned that the bulk of the *Plan* focuses on trails, paths and connectors, but not sidewalks;
- Reviewed recent, ongoing, or future sidewalk (or sidewalk-related) projects and initiatives presented by:
  - Parks and Recreation;
  - HAND;
  - Public Works (regarding other City, County and State projects); and
  - Utilities.

*(Please note that these departments presented material that can be found in the 10 October 2007 Council Sidewalk Committee Packet and were covered in the Minutes for those meetings. The Packet is available online and both are also available in the Council Office.)*

- Reviewed money available in the Alternative Transportation Fund for 2008 (which derives its revenues from neighborhood parking fees and fines that are in excess of program expenses), acknowledged that the amount was increased from \$185,000 to \$200,000 in 2007 and to \$225,000 in 2008, and set aside \$20,000 for traffic-calming;
- Affirmed that the City of Bloomington Utilities had increased the amount available for the stormwater component of sidewalk projects from \$100,000 to \$125,000 (under an initiative that started last year) and heard about procedures for submitting claims;
- Briefly discussed sidewalk standards and how those affect cost and usage;



- Began reviewing on-going and recently-completed Council sidewalk projects which included:
  - Bidding of the East 5<sup>th</sup> Street sidewalk/stormwater project from Hillsdale to the deadened;
  - Funding the design for Henderson from Allen to Hillside (west side); and
  - Completion of Arden Drive from Windsor to High Street (south side).

*(Please see the Table of Committee Deliberations and Recommendations for Use of Alternative Transportation Funds (ATF) in 2008) for discussion of those projects);*

**October 23, October 31, November 15, and November 19, 2007. Note: All of these meetings started at noon in the McCloskey Room except for the one on November 19<sup>th</sup>, which was a continuation of the November 15<sup>th</sup> meeting and met at noon in the McCloskey Room.**

- Completed reviewing on-going Council sidewalk projects;
- Reviewed the statement of criteria for funding sidewalk proposals which include:
  - safety considerations, roadway classification, pedestrian usage, proximity to points of destination, and costs/feasibility; and
  - agreed to define “Linkages” *(Please see the attached Funding Criteria for the approved language.)*.
- Determined whether there were any conflicts of interest:
  - Council Administrator/Attorney declared that he lived at 1312 South Nancy Street which was on the route of a previously considered but unfunded project (which was not funded this year);
- Reviewed proposed projects in the following order:
  - Previously funded, but incomplete projects;
  - New requests from Council Members;
  - New requests from the Plan Department;
  - Previously considered, but unfunded projects; and
  - Projects entirely funded by other sources
- Narrowed the list of projects by “tabling” some (which presumed that those items would be reconsidered next year) and “shelving” others (which presumed that the affected items would not be considered next year) in order to give the Engineering Department a manageable number of projects to assess and estimate;

**December 6 and 18, 2007 at Noon in the McCloskey Room:**

- Reviewed the narrowed list of projects and their estimates;
- Discussed methods for determining what parts of project costs should be paid by ATF and what parts by CBU Sidewalk/Stormwater monies;
- Listened to Tom Millen, who owns property on South Henderson and doesn't support that project;

**January 4, 2008 at Noon in the McCloskey Room:**

- Recommended the allocation of the 2008 ATF appropriation  
(*Please see Table of Committee Deliberations & Recommendations for further details*);
- Agreed to review the Sidewalk *Report* and have member's signature constitute approval of the *Report* and records;
- Agreed to submit the *Report* to the Council at the January 16, 2008 Regular Session;
- Approved an amendment to the funding criteria that elaborated upon the term "linkages" (see attached Funding Criteria);
- Agreed to meet on January 29, 2008 for a "debriefing" to consider changes to the Committee processes for 2009; and
- Agreed to meet in early fall of 2008 to begin the deliberations for 2009.

Committee Recommendations:

**1. Alternative Transportation Fund**

- a. Use the \$225,000 of Alternative Transportation Funds appropriated in 2008 for sidewalks and traffic-calming projects according to the following calculation:

\$225,000	Annual Appropriation
- \$20,000	<u>Traffic Calming</u>
\$205,000	Sidewalk Projects

- b. Apply remainder of 2007 funds totaling \$112,934.36 for the East 5<sup>th</sup> Street Project.

**2. CBU Set Aside for Storm Water Component of Council Sidewalk Projects - Authorize the Engineering Department to submit claims to the Utilities Service Board for the storm water component of sidewalk projects in an amount not to exceed the entire \$125,000 appropriated in**

**2008 appropriations as well as any unspent funds from 2007 (\$22,834.79).**

**3. Fund the construction of seven sidewalk projects as elaborated below:**

**a. Construction – East 5<sup>th</sup> Street from Hillsdale to the Deadened at SR45/46 (South Side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
East 5 <sup>th</sup> Street – from Hillsdale to the Deadened at SR45/46	\$112,934.36 (2007 funds)	\$10,453.98 (2007 funds)	\$123,388.34 (2007 funds)
	\$70,485.63 (2008 funds)		+ \$70,485.63 (2008 funds)

This multi-block project would provide an east/west walkway through Greenacres. The design was funded in 2003, but construction could not proceed because of the extensive storm water costs associated with this project. Two funding initiatives led to the recommendation to go forward with construction in 2007. These initiatives appear in the CBU budget and included an annual set aside of \$100,000 (now \$125,000) to help cover storm water components of sidewalk costs and the appropriation of \$216,215 to address stormwater issues in this area. Understanding last year that this infusion of funds would not cover the total cost of the project, the Committee declared its intent to use funds in 2008 to complete the project. This year the Committee was able tap into additional funds from HAND in the form of a Neighborhood Improvement Grant and recommends the above allocations based upon the following calculation:

\$535,088.97

Total Cost of the Project

ATF	CBU Set Aside	Other Funds	
- \$112,934.36			ATF – 2007 Funds
- 70,485.63			ATF – 2008 Funds
	- \$10,453.98		CBU Storm Water/Sidewalk Set Aside – Indirect Costs
		- 165,109	CBU Capital Project Funds – Direct Costs
		- 51,106	CBU Capital Project Funds – Indirect Costs
		- \$125,000	HAND – Neighborhood Improvement Grant

**b. Construction – Marilyn from Nancy to High Street (South Side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
<b>Marilyn from Nancy to High Street (south side)</b>		<b>* \$62,480</b>	<b>* \$62,480</b> (or more if funds are available)

This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenant. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee relied upon an old estimate that did not include piping storm water across High and down to the creek. For this reason, the Committee recommended that any remaining CBU funds be used for this project - which may be in the range of another \$40,000. The Committee also requests that the approximately \$105,098.63 needed for the sidewalk be funded with Alternative Transportation and Greenways monies.

**c. Construction – East 2<sup>nd</sup> Street from Woodcrest East for one parcel (north side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
<b>East 2<sup>nd</sup> Street from Woodcrest for one parcel east (north side)</b>	<b>\$32,319</b>	<b>\$1,981</b>	<b>\$34,300</b>

This small project would fill-in the last missing stretch of sidewalk on both sides of East 2<sup>nd</sup> from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic.

**d. Construction – Henderson from Allen to High Street (west side)**

<u>Street</u>	<u>Alternative Transportation</u>	<u>Stormwater Component</u>	<u>Total</u>
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	<u>Fund</u>	<u>(CBU)</u>
<b>Henderson Street from Allen Street to Hillside Drive (west side)</b>	<b>* \$3,667.21</b> (or remainder of 2008 funds)	<b>* \$3,667.21</b> (or remainder of 2008 funds)

This multi-block project was requested by the Bryan Park Neighborhood Association a few years ago. The Committee funded the design in 2007 due to its use by children going to and from Templeton School. Public Works obtained a \$250,000 Safe Routes to School grant for this \$669,090 project in 2007 and requested additional funds from ATF to help garner money from other sources (e.g. CDBG). Upon approval of these recommendations, the Engineering Department would be authorized to apply any remaining 2008 to this project.

**e. Construction – Henderson from Moody to Thorton (east side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
<b>Henderson Street from Thorton to Moody (east side)</b>	<b>\$49,405.90</b>	<b>\$22,330</b>	<b>\$71,735.90</b>

Requests from Planning, MCCSC, and a property owner all led to the recommendation to fund construction of this last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive and much further north and south.

**f. Construction – High Street Across from Childs School (west side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
<b>High Street across from Childs School (west side)</b>	<b>\$21,785.05</b>	<b>\$577.50</b>	<b>\$22,362.55</b>

This project would create a continuous sidewalk on the west side of High Street across from Childs School, which has the highest walk-in rates in the community. It may also allow the City to eliminate one crossing guard.

**f. Construction – West 17<sup>th</sup> from Lindberg to Arlington Park Drive (south side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
West 17 <sup>th</sup> Street – Lindberg to Arlington Park Drive (south side)	\$27,337.21	\$0	\$27,337.21

A new development at the corner of W. 17<sup>th</sup> and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost as listed above.

	<u>ATF (Sidewalk Projects)</u>	<u>CBU Sidewalk/Stormwater</u>
<b>Total:</b>	<b>\$204,293/\$205,000</b>	<b>\$87,368.50/\$125,000</b> + \$22,834.79 carryover from 2007

*\* Note: These allocations are based upon estimates; actual allocations may be higher or lower. The Committee recognizes that the Engineering Department may shift funds from one project to another in order to complete them and specifically authorizes excess funds to be allocated as noted above.*

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2008

2008				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk/ Stormwater	
5th Street -- Hillsdale to Deadend (south side)	\$535,088.97	\$70,485.63	\$0.00	This two-block long, multi-departmental project provides an east-west connection through the Greenacres Neighborhood and needed stormwater infrasture for the area. Total funding includes: \$112,934.36 (2007 ATF), \$10,453.98 (2007 CBU Sidewalk/Stormwater Setaside); \$216,215 (CBU Capital Project), and \$125,000 (HAND Neighborhood Improvement Grant). Note: This project was completed in 2008.
Henderson -- Allen to Hillside (west side)	\$669.090.00	* \$3,667.21	\$0.00	This improvement is aimed at alleviating pedestrian/vehicular conflict in this elementary school area. The Committee funded design in 2007 at the request of Public Works. Public Works received a \$250,000 Safe Routes to School grant for this project and wanted an additional sign of support from the Council in order to garner funds from other sources (including CDBG). * Note: The Committee recommended that any funds remaining in 2008 may be applied to this project.
Marilyn -- Nancy to High (south side)	*\$167,578.63	\$0.00	* \$62,480	This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenantr. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs Schoo, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	\$52.077.21	\$27,337.21	\$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost to the amount as listed here. Note: This project was completed in 2008.
Total:		\$204,293.00	\$87,368.50	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of \$22,834.79 from 2007, there would be approximately \$60,466.29 available for future CBU Sidewalk/Stormwater projects.

2007				
Site	Estimate	Recommendation		Comments
		ATF	USB Stormwater	
5th Street -- Overhill to Deadend (south side)	\$262,685.80	\$92,646.50	\$29,344.60	This provides an east-west connection through the Greenacres Neighborhood. * Note: The Committee committed to dedicate 2008 ATF monies to complete this project if the sum allotted is insufficient. This is part of a larger initiative to improve the stretch on 5th Street from Hillsdale to the deadend. CBU has dedicated \$225,000 independent of the Sidewalk Committee for stormwater improvements in this area. Note: The 2-block segment from Hillsdale to the deadend was completed in 2008.
Henderson -- Allen to Hillside (west side)	unknown	\$45,000.00		Director of Public Works, Susie Johnson, requested that the Committee partner with Public Works by providing \$45,000 for the design cost of this project. This improvement is aimed at alleviating congestion and improving safety in this elementary school area.
Arden -- Windsor to High (south side)	\$100,452.00	\$47,353.50	\$53,098.00	The neighbors met with Councilmember Rollo and wanted a sidewalk to help their kids get to High Street and Southeast Park. Note: This project was completed in 2007.
Total:		\$185,000.00	\$82,442.60	
2006				
Site	Estimate	Recommendation		Comments
Queens Way, Sussex to High (south side)	\$25,969.68	\$25,969.68		This is the missing link, connecting High to Renwick.
Roosevelt, Fourth to Fifth (east side)	\$127, 269.79 with curbs	\$127,269.79		This ties in with the recent improvements made by Doug McCoy which made Roosevelt a through-street.
Arden – From High to Windsor (south side)	\$59,486.72	\$5,000 (design only)		This project provides a safe walk way for the neighborhood's many children to travel to a near-by school & park.
E. 2nd -- Woodcrest to 300' east (north side)	\$31,574.66	\$5,000 (design only)		This project is the missing link on the north side of the street from College Mall to the west. Justin suggested that in future years, the Committee might provide material and ask CBU to install.
11th Street– Washington to Lincoln (north side)	\$60,151.41	\$10,000 (design only)		
Maxwell -- Highland to Jordan (north side)	\$65,658.98 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Maxwell -- Jordan to Sheridan (north side)	\$72,479.88 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Total:		\$183,239.47		



2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. <b>Note:</b> The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 <sup>th</sup> Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
<b>Total:</b>	<b>\$187,244.00</b>		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this proeject in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fair Oaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27,000 (+\$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
<b>Total:</b>		<b>\$253,767.00</b>	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

2003			
Site	Estimate	Recommendation	Comments
Sidewalk Project - East 5th Street from 1 block east of Overhill (deadend) to Overhill.	\$255,596.00	\$52,597.00	On 6/18/03, the Council approved the Committee recommendation to allocate \$52,597 contingent upon the availability of storm water funds.
Sidewalk Project - 10th Street for 350 feet west of Grandview Drive (south side)	\$43,975.00	\$43,975.00	
Sidewalk Project - Walnut Street from Bank One (Country Club/Winslow) to Hoosier Street (west side)	\$104,354.00	\$63,427.00	On 6/2/03 the Committee recommended allocating the remaining funds (\$63,427) to this project and discussed ways to reduce its cost.
<b>Total:</b>		<b>\$159,999.00</b>	

2002			
Site	Estimate	Recommendation	Comments
Sidewalk Project - Southdowns from Jordan and along the north side of Circle and Ruby lane to Nancy Street.	\$148,000.00	\$108,731 (+ \$39,000 from Greenways)	The original estimate was for a sidewalk on the north side of the street, but the Engineering staff and neighborhood preferred south side at estimated cost of \$129,000 (and an additional \$19,000 for the leg from Jordan to Mitchel). On 6/19/02 the Council allocated \$59,547 for this project and, as noted below, on 12/18/02, the Council voted to shift \$49,184 from the East 2nd Street project to this one as well. On May 8, 2003 the Greenways group agreed to fund the remaining \$39,000.
Design for sidewalk and storm water project - Jefferson Street from East 3rd to East 10th Street.	\$27,840.00	\$27,840.00	
Design for sidewalk and stormwater project - East 5th Street from 1 block east of Overhill to Union.	\$28,832.00	\$28,832.00	
Streetscape Plan - East 2nd from High Street to College Mall Road.	\$49,184.00	\$0.00	On 12/18/02 the Common Council voted to shift these funds (\$49,184) to the Ruby Lane project (above)
Sidewalk design - East Allen from Lincoln to Henderson Street	\$4,000 - \$8,000	\$7,400.00	
<b>Total:</b>	<b>about \$160,000</b>	<b>\$172,803.00</b>	

# 1996 - 2001

## 2001

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$2,607.85
N. Kinser - BHSN to Ridgefield	\$395.00
Winslow Road	\$27,000.00
Hillsdale Drive	\$34,752.70
Parkridge Road	\$22,990.00
N Dunn - 45/46 to Tammarack	\$74,746.70
Maxwell Ln - Sheridan to Clifton	\$10,700.00
Sare Road	\$275.00
Clifton MUP - Maxwell to 1st	\$1,532.75
Grimes - Henderson to Woodlawn	
<b>Total 2001</b>	<b>\$175,000.00</b>

## 2000

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$29,516.54
Hillsdale - 3rd to 5th	\$21,000.00
Hillsdale - 5th to 7th	\$24,885.00
Parkridge - Cambridge to Sheffield	\$29,800.00
N Kinser - BHSN to Ridgefield	\$48,960.53
Clifton MUP	
Sare Road	\$14,860.00
<b>Total 2000</b>	<b>\$167,022.07</b>

## 1999

Site	Cost
Maxwell Ln - Henderson to Manor	\$145,105.57
3rd & Union	\$4,186.43
Atwater - Mitchell to High	\$708.00
Clifton MUP	
<b>Total 1999</b>	<b>\$150,000.00</b>

## 1998

Site	Cost
Kinser - Marsh to Skyline	\$19,456.88
Covenantor - High to Nola	\$14,548.08
Atwater - Mitchell to High	\$430.04
Kirkwood I - Walhut to Grant	\$115,565.00
Parkridge	
<b>Total 1998</b>	<b>\$150,000.00</b>

## 1997

Site	Cost
7th - Bryan to Hillsdale	\$18,052.65
2nd - Walnut to Basswood	\$1,900.00
Willow Manor	\$5,408.00
Atwater	\$9,281.25
S Walnut - Sanitation and Animal	\$2,658.75
6th St	\$3,363.40
17th & Kinser	\$3,600.00
Ramps	\$24,000.00
Parkridge east Park	\$10,000.00
downtown lights	\$10,000.00
RR xings (sidewalks on 7th & 8th)	\$10,000.00
signals - 10th & Fee - 2nd & rogers	\$10,000.00
Road Markings	\$20,514.50
<b>Total 1997</b>	<b>\$128,778.55</b>

## 1996

Site	Cost
7th - Bryan to Hillsdale	\$81,264.97
Ramps	\$28,600.03
Traffic Calming	\$38,035.00
<b>Total 1996</b>	<b>\$148,100.00</b>

## **Appendix Four – Evaluation of Previously Considered Projects**

### Presentation

*Presented by Scott Robinson, Long Range/Transportation  
Manager and  
Joe Fish, Transportation Planner*

### Background Material

Council Sidewalk Criteria – *enclosed*

Table of Council Sidewalk Criteria with Objective Factors -  
*enclosed*

Plan Department Elaboration of Council Sidewalk Criteria (Scott Robinson) - *enclosed*

- Memo on Method
- Prioritization – Existing Conditions, Monolithic Sidewalk, and Separate Sidewalk
- Glossary of Terms and Formulae

Table of Deliberations and Maps (Council Office) – *enclosed*

Maps - *enclosed*

## Criteria for Selecting Sidewalk Projects

- Safety Considerations -- A particular corridor could be made significantly safer by the addition of a sidewalk.
- Roadway Classification -- The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.
- Pedestrian Usage -- Cost-effectiveness should be based on existing and projected usage.
- Proximity to Destination Points -- Prioritization of linkages should be based on proximity to elementary schools, Indiana University, shopping opportunities and parks/playgrounds.
- Linkages -- Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.
- Costs/Feasibility -- Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.

### History

These criteria first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years.

### Revisions

– On October 16, 2006 the Committee added “Indiana University” as another “destination point” under the fourth criteria (Proximity to Destination Points). At that time, it decided not to explicitly recognize “synergy” as another criteria, because it was already being considered as a factor under the fifth criteria (Costs/Feasibility).

- On January 4, 2008 the Committee added the fifth criteria defining “Linkages.”

**Council Sidewalk Criteria – Application of Emerging Objective Factors**

Criteria	Elaboration	Plan Department’s Effort to Create Objective Factors	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)  This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.  1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)	Priority Level = Pedestrian Level of Service (PLOS) x Walk Score  ***  Level of Service (LOS) Improvement = PLOS <sub>existing conditions</sub> - PLOS <sub>improved conditions</sub> (either monolithic or separated sidewalk)  ***  Project Improvement Score (Total LOS Improvement) = LOS Improvement x Project Length  ***  Benefit/Cost = 10 x (Project Improvement Score/Project Cost)
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/ subdivision streets.		
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.		
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to elementary schools, Indiana University, shopping opportunities and parks/ playgrounds.		
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.		
6. Costs/Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	Project Costs were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).	

# MEMORANDUM



# CITY OF BLOOMINGTON

To: Bloomington Common Council Sidewalk Committee  
From: Scott Robinson, Long Range/Transportation Manager  
Date: 09/08/08  
Re: 2008 Council Sidewalk Committee  
CC: Tom Micuda, Josh Desmond, file

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## **2008 Sidewalk Inventory Map**

Staff completed the annual update to the Sidewalk Inventory Map which depicts locations of all existing sidewalks within the City's planning jurisdiction. This map is a quantitative summary of existing sidewalk facilities and is a useful tool to identify locations with and without sidewalks. The Public Works Department has begun collecting qualitative sidewalk data on existing sidewalks (e.g. physical condition, ADA accessibility, width, hindrances, etc.). When this data collection is complete, it will be useful to look at both quantitative and qualitative sidewalk traits to further aid in the evaluation process for future sidewalk improvement proposals. An updated 2008 Sidewalk Inventory Map is included with the council packet.

## **Project Methodology and Analysis**

In the past, staff has used the Sidewalk Inventory Map along with other tools, such as the pedestrian destination or "ped-shed" map, to highlight locations that demonstrate the most demand for new sidewalks. In an effort to further refine an objective analysis methodology, staff has been directed to develop a system that can integrate the Sidewalk Council Committee's criteria for selecting sidewalks. The criteria use six factors: 1) Safety Considerations; 2) Roadway Classification; 3) Pedestrian Usage; 4) Proximity to Destination Points; 5) Linkages; and 6) Costs/Feasibility.

In addition, staff was also directed to evaluate projects listed on the 2008 Council Sidewalk Committee Table of Deliberations, with the exception of projects that are either completed, will be under contract in the foreseeable future, or were shelved by the 2007 Council Sidewalk Committee. Below is a general overview of the system developed to evaluate these projects. The results of the analysis are included in the attached tables along with technical information on the data collected (walk score, pedestrian level of service, priority ranking, improvement score, project length, and a cost/benefit ratio data).

This system has three main analysis components. The first looks at the existing conditions to establish baseline scores and a weighted priority score for each project proposal. The second looks at the potential benefits of adding a monolithic sidewalk, which are summarized by the weighted improvement score for each project proposal. The third looks at the potential benefits of adding a separated sidewalk (i.e., sidewalk and tree plot). Benefit/cost ratios were calculated for the monolithic and separated sidewalk proposals (please note that since benefits were not estimated in monetary terms, it is not actually a true ratio of benefits to costs, but rather it provides a way to compare projects on a relative basis). This methodology/system will allow committee members to compare three possible sidewalk scenarios (no build, monolithic, separated) for each project proposal by their respective scores in several categories.

The Sidewalk Council Committee's criteria are well defined, but are somewhat subjective in nature and thus it is difficult to use an objective methodology for their evaluation. However, the system developed does indirectly use the Council's criteria toward an objective evaluation process. A web-based tool known as "walk score" was used to determine the potential each location has to foster walking or how walkable an area is. This walk score indirectly factors in the Pedestrian Usage, Proximity to Destination Points, and Linkages criteria. A Pedestrian Level of Service (P-LOS) score was used to determine a rating that measures how well conditions support walking in regards to infrastructure design, road classification, and other factors (street tress, crosswalks, safety). The P-LOS indirectly factors in Safety Considerations, Roadway Classifications, and Linkages criteria. The last criterion, Costs/Feasibility, is indirectly factored into a cost/benefit ratio calculation. It is important to note, the feasibility aspect of this criterion is not totally accounted for (e.g. technical and political feasibility) in this cost/benefit ratio and is best dealt with on a case by case basis through further technical analysis and committee discussion.

The sidewalk project evaluation system developed by staff is an effective tool to aid in the decision making process for project prioritization and selection. This first attempt at developing an objective methodology, based upon the Council's criteria, to prioritize sidewalk projects is a major step forward from previous methods used. This tool can be further modified in future iterations to better address objectivity and other concerns.

The results illustrated in the attached tables include project proposals listed in the 2008 Council Sidewalk Committee Table of Deliberations. A rank order of all project proposals under each scenario (existing conditions, monolithic, and separated) was used to establish a priority system for the respective projects. The top ten locations under each scenario (based on priority level for existing conditions and the benefit/cost ratio for monolithic and grade separated sidewalks) are highlighted. Staff recommends that the Council Sidewalk Committee focus its discussion on these proposals for the 2008 deliberations and table the remaining projects for future consideration.

## **Summary**

- The Sidewalk Inventory Map has been updated to include existing sidewalks
- Qualitative sidewalk data will be available in the near future
- A new methodology to evaluate projects has been developed that is based upon the Council Sidewalk Committee's six criteria
- The methodology used can be modified and/or incorporate other performance measures based on feedback and future iterations of this evaluation system
- A rank order was used to highlight the top 10 sidewalk proposals (about 1/3 of all the proposals)
- Staff recommends that the 2008 deliberations focus on the top ten ranked projects and that the remaining projects be tabled for future consideration



## Council Sidewalk Committee 2008 Prioritization Definitions

### Walk Score

Walk Score is a web-based tool ([www.walkscore.com](http://www.walkscore.com)) that measures the proximity of a particular location to a mix of commercial destinations. Walk Score is a good proxy for pedestrian demand, although it doesn't account for demographic factors that can also be significant. The maximum possible walk score is 100. The range of values can be thought of as follows:

- **90–100 = Walkers' Paradise:** Most errands can be accomplished on foot and many people get by without owning a car.
- **70–89 = Very Walkable:** It's possible to get by without owning a car.
- **50–69 = Somewhat Walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- **25–49 = Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- **0–24 = Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range.

For reference, some additional walk scores from Bloomington are provided below:

- 100 W. Kirkwood Ave. (Courthouse Square): 95
- 104 S. Indiana Ave. (Kirkwood & Indiana): 88
- 3300 W. 3<sup>rd</sup> St. (3<sup>rd</sup> & Gates Dr.): 74
- 1424 S. Walnut St. (Walnut & Hillside): 63
- 574 W. Bloomfield Rd. (Bloomfield & Landmark): 45
- 2000 S. High St. (High & Rogers Rd.): 32
- 3980 S. Sare Rd. (Jackson Creek Middle School): 22
- 2770 S. Adams St. (Tapp Rd. & Adams St. roundabout): 9

### Pedestrian Level of Service (Ped LOS)

Pedestrian Level of Service (Ped LOS) may be thought of as the quality and safety of the walking environment. While Walk Score is related to pedestrian demand, Ped LOS is closely related to the supply of pedestrian facilities. Ped LOS accounts for traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer. Ped LOS scores typically range from 1 to 5, with lower scores representing better pedestrian facilities. These quantitative scores are broken down into letter scores A-F for ease of understanding. Generally speaking, most people would find a facility receiving a score of "C" to be pretty comfortable.

### Priority Level

Priority level values were obtained by multiplying the Walk Score by the Ped LOS score (weighted equally on a scale of 0 to 1). The resulting measure has a maximum value of 100. The exact formula is:  $[(\text{Walk Score}/100) \times (\text{Ped LOS}/5) \times 100]$ .

### LOS Improvement

This measurement is the difference in Ped LOS between existing conditions and improved conditions (monolithic or separated sidewalk). The formula is:

$[\text{Ped LOS}_{\text{existing conditions}} - \text{Ped LOS}_{\text{improved conditions}}]$

### Project Improvement Score

Total LOS improvement for the project. Formula:  $[\text{LOS Improvement} \times \text{Project Length}]$

### Project Cost

This is a preliminary estimate of project cost, using construction costs of \$25/ft. of monolithic sidewalk and \$50/ft. of separated sidewalk.

### Benefit/Cost

This measurement attempts to compare the benefits of the project with the cost. It is strictly for the purposes of comparing projects and is not a true measurement of benefits and costs, since the monetary benefits for sidewalk projects were not estimated. A scaling factor of 10 was used for ease of use. The formula is:  $[10 \times \text{Project Improvement Score} / \text{Project Cost}]$ .

### Council Sidewalk Committee 2008 Project Prioritization - Existing Conditions

Ref #	Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	Ped LOS Score	Ped LOS Grade	Priority Level	Rank
1	5th St.	Union to Hillsdale	1671	66	3.52	D	46.46	13
2	Jefferson St.	5th to 10th	1638	63	3.72	D	46.87	12
2	Jefferson St.	3rd to 5th	893	69	3.61	D	49.82	10
3	Marilyn Dr.	Nancy to High	725	38	3.37	C	25.61	22
4	Maxwell Ln.	Highland to Sheridan	842	63	3.19	C	40.25	15
5	11th St.	Washington to Lincoln	336	88	3.65	D	64.24	5
6	South Henderson	Maxwell Lane to Hillside	N/A					
7	South Henderson	Moody to Thorton	N/A					
8	Union St.	4th St. to 7th St.	954	68	3.99	D	54.28	8
9	3rd St.	east of Bryan	150	68	4.30	D	58.48	6
9	3rd St.	east of Hillsdale (in front of Chiropractor)	115	85	4.10	D	69.70	4
9	3rd St.	in front of TraveLodge	243	85	4.12	D	70.04	1
9	3rd St.	west of Overhill to east of Sahara Mart	512	85	4.12	D	70.04	1
9	3rd St.	west of Roosevelt to Hillsdale	948	85	4.12	D	70.04	1
9	3rd St.	West of Jefferson	130	69	3.41	C	47.06	11
10	High St.	Covenanter Dr. to 2nd St.	2622	46	4.01	D	36.85	19
11	Moores Pike	Andrews to College Mall	1289	51	3.99	D	40.70	14
12	Moores Pike	Valley Forge to High Street	1060	34	4.17	D	28.33	21
13	Ruby Ln	Nancy to Covenanter	488	35	3.41	C	23.87	25
14	Covenanter Dr.	Ruby to High	335	35	3.46	C	24.22	24
15	Nancy St.	Hillside to Mark	878	31	3.48	C	21.58	27
16	Walnut St.	Hoosier Street to Legends	369	52	3.74	D	38.90	16
17	Walnut St.	Winston/Thomas to Nat'l Guard Armory	1064	42	3.74	D	31.41	20
18	Dunn St.	SR 45/46 to Tamarack Tr.	2044	32	3.83	D	24.51	23
19	Ramble Rd.	Ramble to Dunn	875	28	3.26	C	18.26	29
20	Clubhouse Dr.	Kinser Pk. To Old SR 37	3199	26	3.65	D	18.98	28
21	Kinser Pike	north of Acuff	1595	12	3.83	D	9.19	30
22	Kinser Pike	south of SR 45/46	454	51	3.73	D	38.05	17
23	Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	3.88	D	55.82	7
24	17th St.	Madison to Woodburn	476	72	3.52	D	50.62	9
25	17th St.	Indiana to Forrest Ave.	1323	45	4.23	D	38.03	18
26	South Rogers	Country Club to Rockport	N/A					
27	Greenwood Ave. connector path	Covenanter to Greenwood	211	37	1.00	A	7.40	31
28	Palmer St. connector path	Wylie to 1st	529	75	1.50	B	22.50	26

Shaded Projects are the top 10 projects based on Walk Score and Pedestrian Level of Service

### Council Sidewalk Committee 2008 Project Prioritization - Monolithic Sidewalk

Ref #	Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	Existing Conditions		With Monolithic Sidewalk							
					Ped LOS Score	Existing Ped LOS Grade	Ped LOS Score	Grade	LOS improvement	Improvement Score	Project Improvement Score	Project Cost (PW)	Benefit/ Cost	Rank
1	5th St.	Union to Hillsdale	1671	66	3.52	D	3.35	C	0.17	2.24	3749.72	\$41,775	0.90	6
2	Jefferson	3rd to 5th	893	69	3.61	D	3.46	C	0.15	2.07	1848.51	\$22,325	0.83	9
2	Jefferson	5th to 10th	1638	63	3.72	D	3.55	D	0.17	2.14	3508.60	\$40,950	0.86	8
3	Marilyn Dr.	Nancy to High	725	38	3.37	C	3.20	C	0.17	1.29	936.70	\$18,125	0.52	15
4	Maxwell Ln.	Highland to Sheridan	842	63	3.19	C	3.09	C	0.11	1.36	1142.85	\$21,050	0.54	14
5	11th St.	Washington to Lincoln	336	88	3.65	D	3.48	C	0.17	2.99	1005.31	\$8,400	1.20	2
6	South Henderson	Maxwell to Hillside	N/A											
7	South Henderson	Moody to Thorton	N/A											
8	Union St.	4th St. to 7th St.	954	68	3.99	D	3.84	D	0.15	2.06	1964.62	\$23,850	0.82	10
9	3rd St.	east of Bryan	150	68	4.30	D	4.14	D	0.16	2.18	326.40	\$3,750	0.87	7
9	3rd St.	east of Hillsdale (in front of Chiropractor)	115	85	4.10	D	4.10	D	0.00	0.02	2.86	\$2,875	0.01	30
9	3rd St.	in front of TraveLodge	243	85	4.12	D	3.97	D	0.15	2.61	633.99	\$6,075	1.04	3
9	3rd St.	west of Overhill to east of Sahara Mart	512	85	4.12	D	3.97	D	0.15	2.61	1335.81	\$12,800	1.04	3
9	3rd St.	west of Roosevelt to Hillsdale	948	85	4.12	D	3.97	D	0.15	2.61	2473.33	\$23,700	1.04	3
9	3rd St.	west of Jefferson	130	69	3.41	C	3.33	C	0.08	1.10	143.52	\$3,250	0.44	18
10	High St.	Covenanter Dr. to 2nd St.	2622	46	4.01	D	4.00	D	0.01	0.05	133.12	\$65,550	0.02	29
11	Moores Pike	Andrews to College Mall	1289	51	3.99	D	3.85	D	0.14	1.43	1840.69	\$32,225	0.57	12
12	Moores Pike	Valley Forge to High Street	1060	34	4.17	D	4.01	D	0.16	1.06	1126.79	\$26,500	0.43	20
13	Ruby Ln	Nancy to Covenanter	488	35	3.41	C	3.26	C	0.15	1.05	512.40	\$12,200	0.42	21
14	Covenanter Dr.	Ruby to High	335	35	3.46	C	3.30	C	0.16	1.12	375.20	\$8,375	0.45	17
15	Nancy St.	Hillside to Mark	878	31	3.48	C	3.33	C	0.15	0.94	823.01	\$21,950	0.37	23
16	Walnut St.	Hoosier Street to Legends Winston/Thomas to Nat'l Guard Armory	369	52	3.74	D	3.66	D	0.08	0.83	305.28	\$9,225	0.33	25
17	Walnut St.		1064	42	3.74	D	3.67	D	0.07	0.58	621.60	\$26,600	0.23	27
18	Dunn St.	SR 45/46 to Tamarack Tr.	2044	32	3.83	D	3.66	D	0.17	1.09	2223.87	\$51,100	0.44	19
19	Ramble Rd.	Ramble to Dunn	875	28	3.26	C	3.12	C	0.14	0.78	686.00	\$21,875	0.31	26
20	Clubhouse Dr.	Kinser Pk. To Old SR 37	3199	26	3.65	D	3.48	C	0.17	0.88	2827.92	\$79,975	0.35	24
21	Kinser Pike	north of Acuff	1595	12	3.83	D	3.66	D	0.17	0.40	641.51	\$39,875	0.16	28
22	Kinser Pike	south of SR 45/46	454	51	3.73	D	3.63	D	0.10	1.02	463.08	\$11,350	0.41	22
23	Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	3.88	D	3.75	D	0.13	1.82	1274.36	\$17,500	0.73	11
24	17th St.	Madison to Woodburn	476	72	3.52	D	3.43	C	0.09	1.23	584.83	\$11,900	0.49	16
25	17th St.	Indiana to Forrest Ave.	1323	45	4.23	D	4.07	D	0.16	1.40	1850.33	\$33,075	0.56	13
26	South Rogers	Country Club to Rockport	N/A											
27	Greenwood Ave.	Covenanter to Greenwood	211	37	1.00	A	1.00	A	0.00	0.00	0.00	\$5,275	0.00	31
28	Palmer St.	Wylie to 1st	529	75	1.50	B	1.00	A	0.50	7.50	3967.50	\$13,225	3.00	1

Shaded Projects are the top 10 projects based on the benefit/cost ratio for adding a monolithic sidewalk

### Council Sidewalk Committee 2008 Project Prioritization - Separated Sidewalk

Ref#	Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	Existing Conditions		With Sidewalk and Tree Plot							
					Ped LOS Score	Ped LOS Grade	Ped LOS Score	Ped LOS Grade	LOS Improvement	Improvement Score	Project Improvement Score	Project Cost (PW)	Benefit / Cost	Rank
1	5th St.	Union to Hillsdale	1671	66	3.52	D	1.90	B	1.62	21.38	35732.66	\$83,550	4.28	6
2	Jefferson	3rd to 5th	893	69	3.61	D	2.08	B	1.53	21.11	18854.80	\$44,650	4.22	7
2	Jefferson	5th to 10th	1638	63	3.72	D	2.10	B	1.62	20.41	33434.86	\$81,900	4.08	10
3	Marilyn Dr.	Nancy to High	725	38	3.37	C	1.75	B	1.62	12.31	8926.20	\$36,250	2.46	19
4	Maxwell Ln.	Highland to Sheridan	842	63	3.19	C	1.97	B	1.22	15.43	12992.58	\$42,100	3.09	12
5	11th St.	Washington to Lincoln	336	88	3.65	D	2.04	B	1.61	28.34	9520.90	\$16,800	5.67	1
6	South Henderson	Maxwell to Hillside	N/A											
7	South Henderson	Moody to Thorton	N/A											
8	Union St.	4th St. to 7th St.	954	68	3.99	D	2.46	B	1.53	20.83	19869.29	\$47,700	4.17	8
9	3rd St.	east of Bryan	150	68	4.30	D	2.77	C	1.53	20.81	3121.20	\$7,500	4.16	9
9	3rd St.	east of Hillsdale (in front of Chiropractor)	115	85	4.10	D	2.63	C	1.47	24.99	2873.85	\$5,750	5.00	5
9	3rd St.	in front of TraveLodge	243	85	4.12	D	2.56	C	1.56	26.52	6444.36	\$12,150	5.30	2
9	3rd St.	west of Overhill to east of Sahara Mart	512	85	4.12	D	2.59	C	1.53	26.01	13317.12	\$25,600	5.20	3
9	3rd St.	west of Roosevelt to Hillsdale	948	85	4.12	D	2.59	C	1.53	26.01	24657.48	\$47,400	5.20	3
9	3rd St.	west of Jefferson	130	69	3.41	C	2.44	B	0.97	13.39	1740.18	\$6,500	2.68	16
10	High St.	Covenanter Dr. to 2nd St.	2622	46	4.01	D	2.56	C	1.45	13.30	34869.39	\$131,100	2.66	17
11	Moore's Pike	Andrews to College Mall	1289	51	3.99	D	2.53	C	1.46	14.89	19195.79	\$64,450	2.98	14
12	Moore's Pike	Valley Forge to High Street	1060	34	4.17	D	2.63	C	1.54	10.45	11073.83	\$53,000	2.09	22
13	Ruby Ln	Nancy to Covenanter	488	35	3.41	C	1.88	B	1.53	10.71	5226.48	\$24,400	2.14	21
14	Covenanter Dr.	Ruby to High	335	35	3.46	C	1.89	B	1.57	10.99	3681.65	\$16,750	2.20	20
15	Nancy St.	Hillside to Mark	878	31	3.48	C	1.95	B	1.53	9.49	8335.18	\$43,900	1.90	25
16	Walnut St.	Hoosier Street to Legends	369	52	3.74	D	2.74	C	1.00	10.40	3835.87	\$18,450	2.08	23
17	Walnut St.	Winston/Thomas to Nat'l Guard Armory	1064	42	3.74	D	2.74	C	1.00	8.40	8933.57	\$53,200	1.68	26
18	Dunn St.	SR 45/46 to Tamarack Tr.	2044	32	3.83	D	2.22	B	1.61	10.30	21061.38	\$102,200	2.06	24
19	Ramble Rd.	Ramble to Dunn	875	28	3.26	C	1.80	B	1.46	8.18	7154.00	\$43,750	1.64	28
20	Clubhouse Dr.	Kinser Pk. To Old SR 37	3199	26	3.65	D	2.04	B	1.61	8.37	26782.03	\$159,950	1.67	27
21	Kinser Pike	north of Acuff	1595	12	3.83	D	2.21	B	1.62	3.88	6192.11	\$79,750	0.78	30
22	Kinser Pike	south of SR 45/46	454	51	3.73	D	2.46	B	1.27	12.95	5881.12	\$22,700	2.59	18
23	Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	3.88	D	2.56	C	1.32	18.96	13269.56	\$35,000	3.79	11
24	17th St.	Madison to Woodburn	476	72	3.52	D	2.45	B	1.07	15.34	7302.14	\$23,800	3.07	13
25	17th St.	Indiana to Forrest Ave.	1323	45	4.23	D	2.69	C	1.54	13.82	18281.99	\$66,150	2.76	15
26	South Rogers	Country Club to Rockport	N/A											
27	Greenwood Ave.	Covenanter to Greenwood	211	37	1.00	A	1.00	A	0.00	0.00	0.00	\$10,550	0.00	31
28	Palmer St.	Wylie to 1st	529	75	1.50	B	1.00	A	0.50	7.50	3967.50	\$26,450	1.50	29

Shaded Projects are the top 10 projects based on the benefit/cost ratio for adding a sidewalk with tree plot

# 2009 COUNCIL SIDEWALK COMMITTEE TABLE OF DELIBERATIONS

[Current of: 10/2/08]

SEGMENT	ESTIMATES	PREVIOUS COMMITTEE FUNDING	NOTES	OTHER	2008
				SOURCES	RECOMMENDED FUNDING
			<b>PREVIOUSLY FUNDED, BUT INCOMPLETE PROJECTS</b>		
<b>5<sup>th</sup> Street</b> Hillsdale to Union (south) (5 blocks) [Mayer - 2002]		Design \$28,832 (2002)	<b>Need:</b> This serves as a good east/west connection through the neighborhood. The two blocks at the east end of this route were completed in 2008 and were done in concert with a CBU stormwater project and use of sidewalk/stormwater set aside funds. <b>2008 Deliberations:</b> Supported by Diekhoff: “This is a neglected neighborhood that can use all the help they can get. 10/23 Sturbaum inquired if there is any overall plan for this neighborhood; he would like to know the totality of the request before funding more. Rollo echoed that committee has already allocated a lot for this stretch, given the other priorities in the City. He stated that he is not sure that he wants to dedicate 2/3 of Sidewalk Committee funds to this area.		
<b>Jefferson</b> 3 <sup>rd</sup> to 4 <sup>th</sup> (east) [Mayer - 2002]	\$136,243.20 w/ curbs \$73,252.08 w/o curbs [12/2007]	3 <sup>rd</sup> to 10 <sup>th</sup> \$6,927.60 (design)  7 <sup>th</sup> to 8 <sup>th</sup> \$113,346.75 (construction)	<b>Need:</b> Greenacres is a largely rental area without sidewalks. This sidewalk would also make the street safer for the fire truck and ambulance runs from both of the facilities located in the neighborhood. <b>Previous Deliberations:</b> In 2002 and 2003, the Committee funded sidewalk and stormwater design projects for Jefferson from 3 <sup>rd</sup> to 10 <sup>th</sup> and 5 <sup>th</sup> from Union to Overhill. CBU is working on the bigger stormwater issues on 4 <sup>th</sup> Street. In 2006, the Committee decided to consider this project in future years when money for the large stormwater costs are available. <b>2007 Deliberations:</b> Mayer requested that the 3 <sup>rd</sup> to 4 <sup>th</sup> stretch be addressed first. <b>2008 Deliberations:</b> Mayer continues the request that the stretch from 3 <sup>rd</sup> to 10 <sup>th</sup> be filled in. Currently there are small sections of curb/sidewalk on the east side of Jefferson (installed by the developer) near 4 <sup>th</sup> Street, the fire house sidewalk from E. 3 <sup>rd</sup> to the alley on the east side of Jefferson (to be reconstructed) and the curb/sidewalk from 7 <sup>th</sup> to 8 <sup>th</sup> on the east side of Jefferson. If Public Works is going to rebuild the fire house sidewalk, this is an opportunity to continue the sidewalk north of the alley to get a north/south sidewalk for pedestrians. Supported by Diekhoff. <i>See above.</i> 10/23 Wykoff stated that the design is complete to 10 <sup>th</sup> Street and Public Works is looking at completing 3 <sup>rd</sup> to 4 <sup>th</sup> . To take the sidewalk further north would cost approximately \$120-150,000. Currently, neighborhood improvement capital funds are being considered for this improvement. 11/19. The Committee voted to defer any improvements from 5 <sup>th</sup> to 10 <sup>th</sup> from 2008 funding.		
4 <sup>th</sup> to 5 <sup>th</sup> (east) [Mayer - 2002]	\$142,747.20 w/curbs \$69,796.19 w/o curbs [12/2007]				
6 <sup>th</sup> to 7 <sup>th</sup> (east) [Mayer - 2002]					<b>2008 TABLED 5<sup>th</sup> – 10<sup>th</sup></b>
8 <sup>th</sup> to 10 <sup>th</sup> (east) [Mayer - 2002]					<b>2008 TABLED 5<sup>th</sup> – 10<sup>th</sup></b>

<b>Marilyn Drive</b> Nancy to High Street (south) [Rollo - 2005]	167578.63 (curb \$13,500) [12/2007]	\$10,588 (design - 2005)	<p><b>Need:</b> This project is on the Greenways Plan and is one phase of a sidewalk that would connect Southdowns to High Street via Circle, Ruby, Nancy and Marilyn.</p> <p><b>Other:</b> There are two alternatives for the routing of stormwater that affect the cost of this project: one north to an area between the backyards and another east along the street. The cost for the route along Marilyn is uncertain because of the risk of hitting rock. Justin has sought borings, but estimates that with 8’ trench down Marilyn it would cost an additional \$12,500 if crew hit rock at 3’. The stormwater costs should be explored further with the Utilities department. Design costs have already been funded, but the cost of construction will not be known until a route for the stormwater is chosen.</p> <p><b>2007 Deliberations:</b> Complete Nancy Street before pursuing Marilyn Drive. Public Works intends to complete the Southdowns to Circle Drive link in 2007.</p> <p><b>2008 Deliberations:</b> Rollo requested this be installed in the 2008 funding cycle.</p> <p>10/31/07 The Sidewalk Committee has previously funded two sidewalks near Marilyn: one along Ruby and one from Nancy to Mark. The Committee discussed two possible routes to High and Covenanter: Marilyn from Nancy to High (south) and Ruby Lane from Nancy to Covenanter and Covenanter to High Street (north). The Marilyn route would be one block long, but the Ruby-Covenanter route would be much longer and involve some challenging terrain because there is a steep drop between the northern and southern routes. Ruff stated that is “almost irresponsible to do the north segment without following down Covenanter to Marilyn.” Fleig suggested that the Committee should look at a sidewalk on Marilyn as it has funded connectivity around this area before.</p> <p>12/06. As this project is listed on the Greenways Plan, Rollo inquired if it might be funded via Greenways. Robinson stated that as the project is in the Plan, it may be possible to fund via Greenways; however, funding would require approval of Public Works. Robinson clarified that Marilyn is listed as a sidewalk, not a sidepath, on the Greenways Plan.</p>	CBU Set Aside \$62,480 (2008)	
<b>Maxwell Lane</b> Highland to Jordan (north) [Rollo - 2006]	\$71,032.87 (curb \$6,660) [12/2007]	Highland to Sheridan \$7,751.89 (design - 2006)	<p><b>Need:</b> Maxwell Lane is an arterial used by many pedestrians. The Committee has already installed sidewalks between Henderson and Woodlawn and Sheridan to High Street. This would be the last link between Henderson and High Street.</p> <p><b>2007 Deliberations:</b> Committee acknowledged the increase in cost if sidewalk is placed next to the street (due to the need to pipe the stormwater which now flows in a swale).</p> <p><b>2008 Deliberations:</b></p> <p>10/23 Wykoff stated the Jordan to Sheridan stretch would be the next logical stretch to address in terms of linkages. Sturbaum stated that he likes the idea of extending linkages. If the sidewalk is extended west, the question is where pedestrians are going – campus or Bryan Park? Rollo asked if there is an opportunity to narrow the road here to which Wykoff responded, “yes,” this can be included in the design. Re: stormwater, Woolford inquired if stormwater might be captured by planting native plants rather than adding piping; Ruff stated he liked the idea. Wykoff stated that the water still must get from road to swale and that it may present a problem for road crews in the winter, but he will explore. Sturbaum pointed out that plantings in lieu of curbs would realize a saving of only about \$5-\$6,000 max.; he would like to see it done better, with curbs. Rollo agreed with Sturbaum.</p> <p>11/19. The Committee voted to keep this project on its active list.</p>		
<b>Maxwell Lane</b> Jordan to Sheridan (north) [Rollo - 2006]	\$62,436 [12/2007]				

<p><b>East 11<sup>th</sup></b> Washington to Lincoln (north) [Volan - 2006 ]</p>	<p>\$46,460 w/curb on one side, but not the other</p>	<p>\$7,751.98 (design - 2006)</p>	<p><b>Need:</b> Councilmember Volan identified this as a block in the urban core without a sidewalk  <b>2007 Deliberations:</b> The estimate was updated: \$46,460. This area receives low traffic and there is little neighborhood support for this project. Wykoff stated no preference for side of street as both have similar parking and vegetation issues.  <b>2008 Deliberations:</b> 10/31/07. There is still very little neighborhood support for this project; project is low priority. Sturbaum suggested keeping the project on the list as the Committee has already funded design. 11/19 Committee voted to shelve this given lack of neighborhood support. A very low priority.</p>		<p><b>2008 SHELVED</b></p>
<p><b>South Henderson Street</b> Maxwell Lane to Hillside Drive (west side) [Sabbagh &amp; Jan Sorby - 2005]</p>	<p>\$51,452.28 – Dodds to Maxwell  \$47,692.26 – Dixie to Dodds  \$36,409.82 – Allen to Dixie  \$46,564.85 – Creek to Allen  \$46,564.85 – Creek to Davis  \$49,664.34 – Davis to Grimes</p> <p>[ \$45,000 – Allen to Hillside (design) ]</p> <p>[2006 estimates]</p>	<p>\$44,420 – Allen to Hillside (design - 2007)  \$3,667 plus any remaining funds (2008)</p>	<p><b>Need:</b> Jan Sorby of the Bryan Park Neighborhood Association submitted this request in 2005 and requested reconsideration in 2006.  <b>Previous Deliberations:</b> There were questions about whether the sidewalk would hinder parking at Bender Apartments and whether parallel parking would adequately serve the tenants. Since the total cost of the project approached \$500,000, the City should explore installing appropriate crosswalks, which some thought shouldn’t be placed at Brenda. There were no estimates for the segment south of Grimes Lane in 2006 and questions about the improvements to be made by the South Dunn PUD and how that might affect future pedestrian usage.</p> <p>In 2006, the Committee decided that the project was expensive and redundant (given sidewalk on east side of the street). City should encourage crosswalks that align with improvements in the Park and with some of the improvements to be made by the developer of the South Dunn project.</p> <p><b>2007 Deliberations:</b> Director of Public Works, Susie Johnson, requested that the Committee partner with Public Works by providing \$45,000 for the design cost of this project. Justin Wykoff presented the Committee with a report on how to alleviate congestions and improve safety at the beginning and the end of the day at Templeton School, which included a combination of the following measures: signage, crosswalks, sidewalks, realignment of a drive, and a pull-off to help separate the cars from the buses. Rollo requested that a raised crosswalk at Grimes be installed in the interim.</p> <p><b>2008 Deliberations:</b> The Committee funded design of this project in 2007; but Public Works was unsuccessful in obtaining CDBG funding of construction during that funding cycle.</p> <p>10/17 The biggest design challenge to resolve has been the separation of bus traffic, walking students and parent drop-off traffic. Working with the school and neighborhood, the current design creates a pull-off, drop-off in front of the school separated by a median.</p> <p>10/31 This year, Public Works intends to apply again for CDBG funding and is pursuing a Safe Routes to School grant. Public Works also requests support from the Council Sidewalk Committee to fund construction.</p> <p>Rollo inquired about the prospect of raised crosswalks as incentive for cars to slow down. Wykoff responded that the only downside is that it would re-shape traffic when students are not present. Currently, pedestrians have the option of crossing at the signal at Hillside or crossing at the 4-way stop to the north. Robinson pointed out that some studies have shown that pavement marking and signage may be more effective in slowing traffic. Rollo clarified that he is not whetted to the idea of a crosswalk.</p> <p>The South Dunn project is constructing a sidewalk on Hillside that will run in front of the structure on the corner of Henderson and Hillside.</p>	<p>\$250,000  Safe Routes to School (2007)  +  CDBG (2007)</p>	



			11/19. The City just received a \$250,000 Safe Routes to School grant and Public Works has applied again this year for CDBG money. Public Works is working with Utilities on some of the piping issues and is dedicating some Public Works funds for the project, but requests Sidewalk Committee help – possibly for materials. CDBG requires that Public Works partner with other entities in order to secure CDBG funds; support from the Sidewalk Committee would demonstrate such partnering.		
<b>South Henderson</b> Moody to Thorton (east) [Plan Dept - 2008]	\$71,735.9 (curb \$5,000) [12/2007]	\$49,405 (2008)	<b>Need:</b> 135’ sidewalk connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. <b>2008 Deliberations:</b> 10/31. This sidewalk would allow MCCSC to eliminate two buses. Fish mentioned that the MCCSC Planner is working with Bloomington Transit so that students may take a City bus on days they do not walk. Fleig pointed out that this project will have a substantial stormwater element. This stretch already has stormwater problems and if a sidewalk is built, water will pond even more. Stormwater improvements to the area have been needed for some time, but the sidewalk compounds the problem. 11/19 Committee voted to request estimate given the Planning Department’s case for the project.	CBU Set Aside \$22,330 (2008)	

PREVIOUSLY CONSIDERED BUT UNFUNDED PROJECTS					
<b>Union St.</b> 4 <sup>th</sup> to 7 <sup>th</sup> (east) [Mayer - 2008]			<b>Need:</b> Union is a very busy street and cars travel fast down the downhill stretch from 3 <sup>rd</sup> to 7 <sup>th</sup> . Pedestrians tend to walk in the street because there is a sidewalk on the east side from 3 <sup>rd</sup> to 4 <sup>th</sup> . It is likely that property owner (Jack Liese who owns 6 of 14 properties along this stretch) would donate the right-of-way for all of his properties along Union for this project. There is a curb in place at 4 <sup>th</sup> , 5 <sup>th</sup> and 7 <sup>th</sup> and Union; there is no 6 <sup>th</sup> Street in this section of Union. <b>2008 Deliberations:</b> Supported by Diekhoff. 10/31 Rollo inquired if Engineering recommends completing this block-by-block. Wykoff responded, “yes,” that would be most cost effective. Fleig offered that no substantial curbswork is required. 11/19. The Committee voted to forward this project for a block-by-block estimate.		
<b>East 3<sup>rd</sup></b> Bryan to SR 45/46 (north) [Plan Dept - 2008]			<b>Need:</b> 2800’ segment of sidewalk missing from the north side of the street from Bryan to the 45/46 Bypass. A worn pedestrian path illustrates the heavy use of this corridor to access commercial uses to the east. Imminent pedestrian safety concerns area top priority for this corridor. <b>2008 Deliberations:</b> 11/15. Robinson stated that this stretch presents urgent pedestrian safety concerns as people travel on the north side of the street to get to the mall. The safest place to cross is at the signalized intersection. Wykoff mentioned the pedestrian underpass being constructed on College Mall Road. Robinson responded that the underpass will be a benefit for those who know about it, but the inclination of many will be to take Third Street. Furthermore, for those traveling from campus to the Mall, the underpass is a good bit out of the way. The sidewalk being constructed by INDOT as part of the bypass improvement currently stops at Red Lobster. Wykoff mentioned that the owner of Sierra Mart may be interested in sharing the cost of a sidewalk. Currently, the sidewalk in front of Sierra Mart dead ends into a retaining wall. There is currently a sidewalk from the fire station to Jefferson and one running north-south to Fourth Street. HAND has some limited funding to accomplish this as well as the east-west connection to Bryan Avenue. 11/19 Committee voted to request estimate given the Planning Department’s case for the project. 12/18. Wykoff stated that HAND’s Neighborhood Improvement Grant may help fund this project.		



<b>High Street</b> 2 <sup>nd</sup> to Covenanter (east) [Sabbagh – 2008]			<p><b>Need:</b> This is a busy street and curb barely rises from the street here; there needs to be some sort of buffer between sidewalk and road.</p> <p><b>2008 Deliberations:</b>  10/31/07 Here, the problem is not the absence of a sidewalk, but the insufficient nature of the existing one. The current walk includes a curb that is less than 2”; this lack of buffer makes it dangerous for pedestrians. Rollo also pointed out that the walk is especially narrow – Is there any way to both raise and widen the sidewalk? Johnson mentioned that it might be possible to lay a sidewalk on top of the existing one as Public Works has done with other sidewalks. If this layering is possible, there would not be any design or stormwater costs attached to the project. “It could be a big bang for not many bucks.” Johnson also agreed that a better sidewalk is needed here.</p> <p>Robinson stated that a bike lane or sharrows is recommended in the <i>Greenways Plan</i> for High Street. Robinson also echoed that this sidewalk is a dangerous one and is too narrow.</p> <p>11/19 Request for estimate for materials only</p>		
<b>Moores Pike</b> From Andrews Sare/College Mall Road (south) [Rollo - 2008]			<p><b>Need:</b> This stretch is near Bittner Woods and Shadow Creek. Parents with young children need a safe way to get to Rogers-Binford School. There is a sidewalk on the north side of the street, but not on the south. As a consequence, children tend to run across Moores Pike. Rollo requested that Justin have a look at this area and give Mr. Harborough a call.</p> <p><b>2008 Deliberations:</b> Added to the list 10/23 by Councilmember Rollo at the request of constituent Rick Harborough. Ruff stated this is not a high priority. Sturbaum echoed this is not a priority but should be added to the list for consideration possibly next year.</p> <p>11/15 Wykoff stated that this proposed sidewalk would be approximately 1,043 feet long and that the terrain presents a considerable challenge. There is a steep drop off on the west end, near the intersection; the City would have to contribute a good bit of fill to build up the edge. The Committee agreed to keep this project on the list, but that it is not a high priority.</p> <p>11/19 Given the significant grade problems with the project and the improvements being made to the other side of Sare, not a high priority. The Committee voted to shelve this.</p>		<b>2008 TABLED</b>
<b>Moores Pike</b> Valley Forge to High Street (north) [Sabbagh - 2008]	\$300,416.08 (curbed \$24,750) [12/2007]		<p><b>Need:</b> There are no sidewalks on this stretch of Moores Pike, but there are sidewalks east and west of this stretch.</p> <p><b>2008 Deliberations:</b>  10/31. Sturbaum pointed out that the intensity of use is instructive here.  11/19. Sturbaum stated that he is in favor of this project. Given the anticipated increase in demand exacted by Renwick, it would be good to get this project in place. Cotter pointed out that this project would also provide access to the Jackson Creek Trail. Wykoff stated that the project will likely be expensive. Sturbaum stated that the Committee should look for collaborative opportunities.  The Committee voted to forward this project for an estimate.</p>		
<b>Ruby Lane</b> Nancy to High (south) [Rollo - 2008]			<p><b>Need:</b> Request for design made by the newly-formed So-Max Neighborhood Association. Request includes piping and asphalt.</p> <p><b>2008 Deliberations:</b>  10/31 Rollo stated that the neighbors are concerned with the safety of an open culvert on this stretch. The culvert is 4’ wide. There are many families with young children in the neighborhood; cars have driven into the culvert; and when it rains, the culvert become torrential.  Johnson suggested that if the real issue is the culvert, then the sidewalk is really incidental.  Rollo stated that he will write a letter to the USB requesting the Utilities look at enclosing the culvert.  11/19 Committee voted to table this project</p>		<b>2008 TABLED</b>

<b>Covenanter</b> Nancy to High (west) [Rollo -2008]			<b>Need:</b> Request for design made by the newly-formed So-Max Neighborhood Association. <b>2008 Deliberations:</b> <i>See entries for Ruby Lane and Marilyn above.</i> The connection from Covenanter and High to Marilyn would probably involve some sort of bridge work. 11/19. The Committee voted to table this project.		<b>2008 TABLED</b>
<b>Nancy St</b> Mark to Hillside (west) [Rollo - 2006] [Neighborhood Association – 2001]	\$142,282.01 (curbs \$15,696) [12/2007]		<b>Need:</b> This project was proposed by the neighbors. It would connect the sidewalks on Hillside to the Greenways project further north on Nancy and provide a place for students in the apartments south of Hillside and other neighbors to walk to and from campus and other destinations to the north. The previously-funded sidewalk on Nancy was extended from Marilyn to Mark. Previous extension will alleviate conditions for many pedestrians who can choose Mark and Longwood rather than Nancy St. Further extension to Hillside rates lower than other projects being considered this round. <b>2007 Deliberations:</b> The Committee confirmed that this project is <u>not</u> a high priority. <b>2008 Deliberations:</b> 11/19 Committee requested that Wykoff dust off the estimates for this project.		
<b>S. Walnut</b> Hoosier Street to Legends parking lot (west) [DPW ~2000]	\$65,967 (curbs \$6,300) [12/2007]		<b>Need:</b> The Committee recognized the need for a sidewalk along the west side of Walnut south of Tapp Road and worked with DPW to install one from Pinewood north. The Committee should await developments at the Winston/Thomas Plant, see whether DPW will be able to assist with the project, and get a better sense of the potential usage of this pedestrian way. <b>2007 Deliberations:</b> The Committee wanted to wait and see what would be needed given the changes that were occurring in this area and the prospect of progress by the owners of property. <b>2008 Deliberations:</b> 11/19 Committee requested that Wykoff dust off the estimates for this project.		
<b>S. Walnut</b> Winston/ Thomas to Nat'l Guard Armory (west) [DPW ~2000]			(See Above)		
<b>N. Dunn</b> SR 45/46 to Tamarack Trail (east) [Sabbagh - 2008]			<b>Need:</b> There are no sidewalks on this stretch; City has designed a sidepath, but has encountered a high cost associated with replacing the water line. <b>2008 Deliberations:</b> 10/31 Fleig pointed out that if this project moves forward, it will require a good deal of advanced study of the stormwater component. The current stormwater pipe is a 1912 cast iron pipe. Robinson stated that this is still an identified facility (from SR45 to 17 <sup>th</sup> St.) on the <i>Greenways Plan</i> , but is ranked as a “medium” priority. IU has promised the right-of-way; the real hold-up is the stormwater. 11/19. Given the cost of the water line relocation, the Committee voted to table this project.		<b>2008 TABLED</b>
<b>Ramble Road East</b> 2938 to N. Dunn (north) [Wisler - 2008]			<b>Need:</b> Currently, a sidewalk only spans a portion of the street. Several families with young children live in the area. The resident at 2938 requested that the sidewalk extend in front of her house (where it currently ends). The walk should extend as far as possible toward N. Dunn. <b>2008 Deliberations:</b> 10/31/07 There are currently sidewalks north on Ramble; this would provide a missing link. Sturbaum asked if this integrates into something the Committee has already discussed. Sherman responded, “no,” so far the Committee has not considered anything this far north. Fleig pointed out that that there are only side ditches in this area; there is no storm infrastructure. This proposal would		<b>2008 TABLED</b>

			involve new stormwater infrastructure. 11/19. The Committee voted to eliminate this project from 2008 funding given the project’s lack of connectivity.		
<b>Clubhouse Drive</b> east & west of Clubhouse [Wisler - 2008]			<b>Need:</b> Many families use this street to access lower Cascades from Kinser Pike neighborhoods. Visibility is poor as the road has a steep grade and the area is thickly wooded. <b>2008 Deliberations:</b> 10/31 Robinson stated that consultant Brock Ridgeway has studied the connection south from the waterfall to the Skate Park and found that this stretch would be difficult. Most of the path would be along the road. Johnson asked if we could build a staircase a la Leonard Springs. Cotter responded that the staircase would be really long but that there is a possibility that some of the private parcels will be acquired in the future which might provide alternatives. Robinson pointed out that this is still identified as a bike route in interest of connecting the park to the school. Of the whole Ridgeway study area, the West Clubhouse Drive is probably one of the most problematic in terms of slope, accessibility, trees, right of way and cost. 11/19. The Committee voted to table this project for 2008 given feasibility problems.		<b>2008 TABLED</b>
<b>Rosewood Drive</b> – fill in gaps and install ramps [Wisler - 2008]			<b>Need:</b> Fill in gap in front of 701 Rosewood; add ramps to curbs for elderly residents. <b>2008 Deliberations:</b> 10/31 This project addresses a missing sidewalk in front of one parcel. There are a few other missing pieces where there are no houses. The developer will be required to fill these walks in once the parcels develop. Wykoff stated that he will examine the bond to determine if the developer might be required to retroactively install this sidewalk. 11/19 The Committee moved to shelve these projects. A very low priority.		<b>2008 SHELVED</b>
<b>Repair Northwood sidewalks</b> [Wisler - 2008]			<b>Need:</b> The neighborhood association and several residents point out the existing sidewalks have been shifted by tree roots. Several areas are badly displaced and dangerous. Several tripping accidents have occurred. The neighborhood association is willing to contribute funds to this repair. <b>2008 Deliberations:</b> 10/31 This is a project for the Public Works department who will add it to their already long list of similarly-needed repair work. 11/19 The Committee moved to shelve these projects. A very low priority.		<b>2008 SHELVED</b>
<b>North Kinser Pike</b> Acuff to north end of residences (west) [Sandberg & Sturbaum -2008] [Citizen ~2006]	\$216,318.59 [12/2007]		<b>Need:</b> This project was first brought to the 2006 Committee by resident Todd Thompson. It is at the outer boundaries of the City and would serve the residents of the block and anyone else choosing to walk in that direction. At the time, the project was estimated to cost \$338, 908.48 with half of the cost attributed to right-of-way acquisition. Sturbaum emphasizes that he is interested in this project only if <u>all</u> adjacent homeowners contribute right-of-way. ► <b>Request renewed in 2008.</b> <b>2008 Deliberations:</b> 11/15. Sturbaum and Sandberg received letters from constituents a few months ago requesting this sidewalk. Sturbaum made it clear that residents would have to donate right-of-way if the Committee is to consider this request. Currently, there is a sidewalk from Kinser to Rosewood that continues down to North High School. Ruff stated that he believes that this is a TIF District; if it is, TIF funds could be leveraged for the sidewalk. Ruff asked staff to explore this; Johnson agreed. 11/19 Committee requested that Wykoff dust off the estimates for this project. Sturbaum stated that if this is a TIF district and if the property owners donate right-of-way, this is deal. 12/18. The Committee requested feedback from Johnson if TIF money is available for this project. If so, Sturbaum stated that the Committee might be able to take this project off its list.		

<b>North Kinser Pike</b> just south of SR 45/46 (west) [Wisler - 2008]			<p><b>Need:</b> This is a missing link with increased pedestrian usage. This area is seeing increased pedestrian traffic as children travel north to the skate park and high school and people use this route to get to Marsh. There is an existing sidewalk from 17<sup>th</sup> to the gas station, but there is a gap leading up to the intersection at the bypass.</p> <p><b>2008 Deliberations:</b>  10/31. The Committee has considered this in the past, but was waiting on pending development. Wykoff suggested that with the pending improvements to the 45/46 By-pass, it would be prudent to wait a little longer. Robinson pointed out that this is one of the least pedestrian-friendly areas and it might not be a good idea to encourage more pedestrian activity until the By-Pass improvement is complete.</p> <p>11/19. Ruff requested that staff request INDOT funding for this project, possibly via the Bike and Ped Commission.</p>		<b>2008 TABLED</b>
<b>North Kinser Pike</b> north of 17 <sup>th</sup> (east) [Wisler – 2008] [Citizen ~2000]	\$72,625 [12/2007]		<p><b>Need:</b> This is another missing link with high pedestrian usage. It is a stretch of Kinser that lies between new apartments with a sidewalk on the north and an existing sidewalk on the south. This area is used by pedestrians and would connect with existing sidewalks all the way into downtown on the south and almost all the way to the Marsh on the north.</p> <p><b>2008 Deliberations:</b>  11/19. The Committee requested that Wykoff update the estimate for this project.</p>		
<b>West 17<sup>th</sup></b> Madison to Woodburn (south) [Plan Dept - 2008]	\$265,614.86 (\$9,000) [12/2007]		<p><b>Need:</b> 380’ section of sidewalk missing from the south side of the street just east of Madison to Woodburn. Pedestrians currently walk in the eastbound lane of 17<sup>th</sup> to access a Bloomington Transit stop near Woodburn or to other destination along this corridor.</p> <p><b>2008 Deliberations:</b> 11/15 Robinson pointed out that this maps on to Wisler’s above request for a walk on north Kinser, north of 17<sup>th</sup> Street. As demonstrated by the worn footpath, this stretch is heavily traveled and dangerous without a sidewalk. The City has made major improvements in this area – this would be a further improvement.</p> <p>Wykoff stated that it may be possible to install a monolithic sidewalk on the south side of the street. Johnson stated that it would be to our advantage to take the sidewalk on the north side and improve that to a sidepath, encouraging people to cross the street instead of installing the sidewalk on the south side, because the presence of the utilities would consume the budget.</p> <p>Sherman asked how improvements at Madison and Kinser will affect the project. Johnson stated that, that is a good point and that the City might be able to get the State to fund 80% of the project costs via the H-SIP grant. Wykoff stated that it may be possible to pursue H-SIP funding here, but we still must offer some sort of accident rating to qualify. This is a tight intersection and busses need provisions for turning. The City owns property on the northwest corner and will have to relocate a few telephone polls.</p> <p>11/19 Committee voted to request estimate given the Planning Department’s case for the project.</p>		
<b>East 17<sup>th</sup></b> Forrest to Indiana (south) [Citizen – 2006]	\$60,406.83 – Indiana to Fess \$64,445.44 – Woodlawn to Forrest <u>\$140,464.37</u> – Fess to <u>Woodlawn</u> <b>\$265,316.64</b>		<p><b>Need:</b> Carolyn McClary requested this project in 2006 after her experience walking to and from basketball games</p> <p><b>2006 Deliberations:</b> Hazard Elimination and Safety (HES) funds will be used to redo the intersection of 17<sup>th</sup> and Fee Lane. City will work with IU on the acquisition of ROW. The Committee thought there were a number of unknown factors – the sidepath, HES improvements, IU contributions – to recommend any improvements at this time. Better crosswalks may be the best alternative.</p> <p><b>2007 Deliberations:</b> The proposed sidewalk will be on the south side of the street from Fee to Jordan; a bike path will be installed on the north side of the street from the intersection to St. Paul’s. ATG has identified the Dunn to Fee sidewalk stretch as a priority, but does not have immediate plans to fund.</p>	Hazard Elimination and Safety (HES) funds – 80% / Public Works – 20%	

## NEW REQUESTS FOR SIDEWALKS - CITIZENS

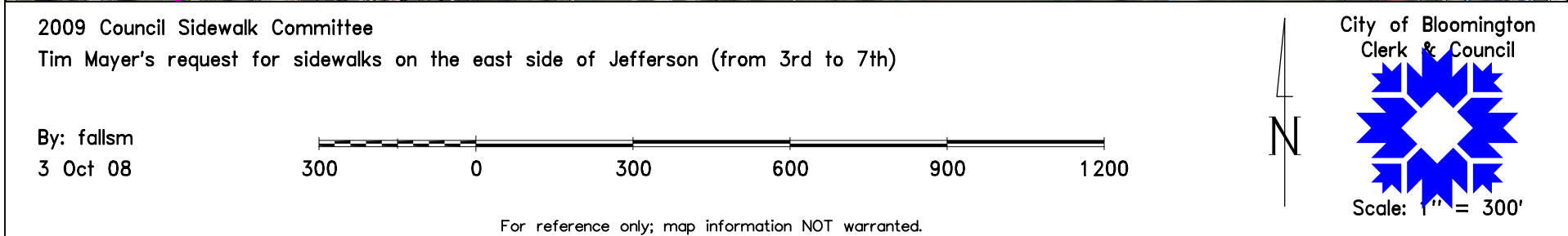
<b>Covey Lane</b> Miller Drive to Deadend (east) (Mr. Stallings – 2008)			<b>Need:</b> Mr. Stallings submitted this request for consideration in 2009 saying that there are missing links of sidewalks and gutters on Covey Lane.		
<b>Miller Drive</b> Henderson to east of Huntington Dr (north for four blocks and south for one block) Ms. Markum – 2008)			<b>Need:</b> Jenn Markum emailed the Council Office requesting that the Committee consider completing missing sidewalks on the north side of Miller Drive from Henderson to Huntington and the south side for one block east of Huntington. She noted that pedestrians would have to cross this busy street in order to keep on a sidewalk when going to the YMCA.		
<b>Fairview</b> Allen to Wylie McDoel N.A. (2008)			<b>Need:</b> Elizabeth Cox-Ash made this request to the HAND department in context of a Neighborhood Improvement Grant. Bob Woolford responded by saying new sidewalks were not an eligible use of the above grant. He noted that it would be expensive given the 1300’ length.		
<b>Madison Street</b> Dodds to Patterson Drive McDoel N.A. (2008)			<b>Need:</b> Elizabeth Cox-Ash made this request to the HAND department in context of a Neighborhood Improvement Grant. Bob Woolford responded by saying new sidewalks were not an eligible use of the above grant. He noted that it would be expensive given the 1200’ length.		
<b>Highland Village</b> General Request (Mr. Sommers – 2008)			<b>Need:</b> Mr. Sommers emailed the Council Office characterizing Highland Village as an under-served neighborhood, half in and half out of the City, with many streets without sidewalks and no safe way to take a bicycle to town.		

PREVIOUSLY-CONSIDERED PROJECTS FUNDED THROUGH OTHER SOURCES					
<b>South Rogers</b> [Sturbaum]	Rockport Road to Country Club Drive (west side)	\$160,000 (design)	<p><b>Need:</b> South Rogers is a busy and fast flowing arterial that serves many neighborhoods. Future improvements at the intersection of South Rogers and Country Club Road will include 500' of pedestrian improvements in each direction. Stormwater needs to go east and could provide opportunities for a sidepath. CDBG funds will be used to design and acquire ROW for this project.</p> <p><b>2007 Deliberations:</b> The Committee reviewed the City's plans for sidewalks in the Broadview area. These include: a) a sidewalk and sidepath along Rogers from Country Club to Rockport Road; b) a sidepath on Country Club from South Walnut all the way to Rockport Road; and c) sidewalk along portions of Rockport Road between Rogers and Country Club. Scott Robinson was invited to attend a neighborhood meeting and will report to the Committee resident's thoughts on future projects. Greenways is funding design of the intersection. There was no need to commit ATF monies at that time.</p>	CDBG – design CBU? ATG -- design	
<b>Greenwood</b> Covenanter to Greenwood [Rollo - 2007]			<p><b>Need:</b> This is an old sidepath crossing a drainage ditch that is used by residents and children going to school.</p> <p><b>2007 Deliberations:</b> This is an old “connector” path that the Committee requested be addressed through the Greenways budget.</p>	ATG	
<b>Palmer</b> Wylie and 1 <sup>st</sup> Street [Ruff - 2007]			<p><b>Need:</b> This would provide the only north/south bicycle and pedestrian access from Brian Park Neighborhood to campus and downtown between Lincoln and Henderson. Signage and type of surface were discussed. This will be addressed through the Greenways budget. Possible signage, width and surface, and room for adjacent owners to access parking were discussed.</p>	ATG	

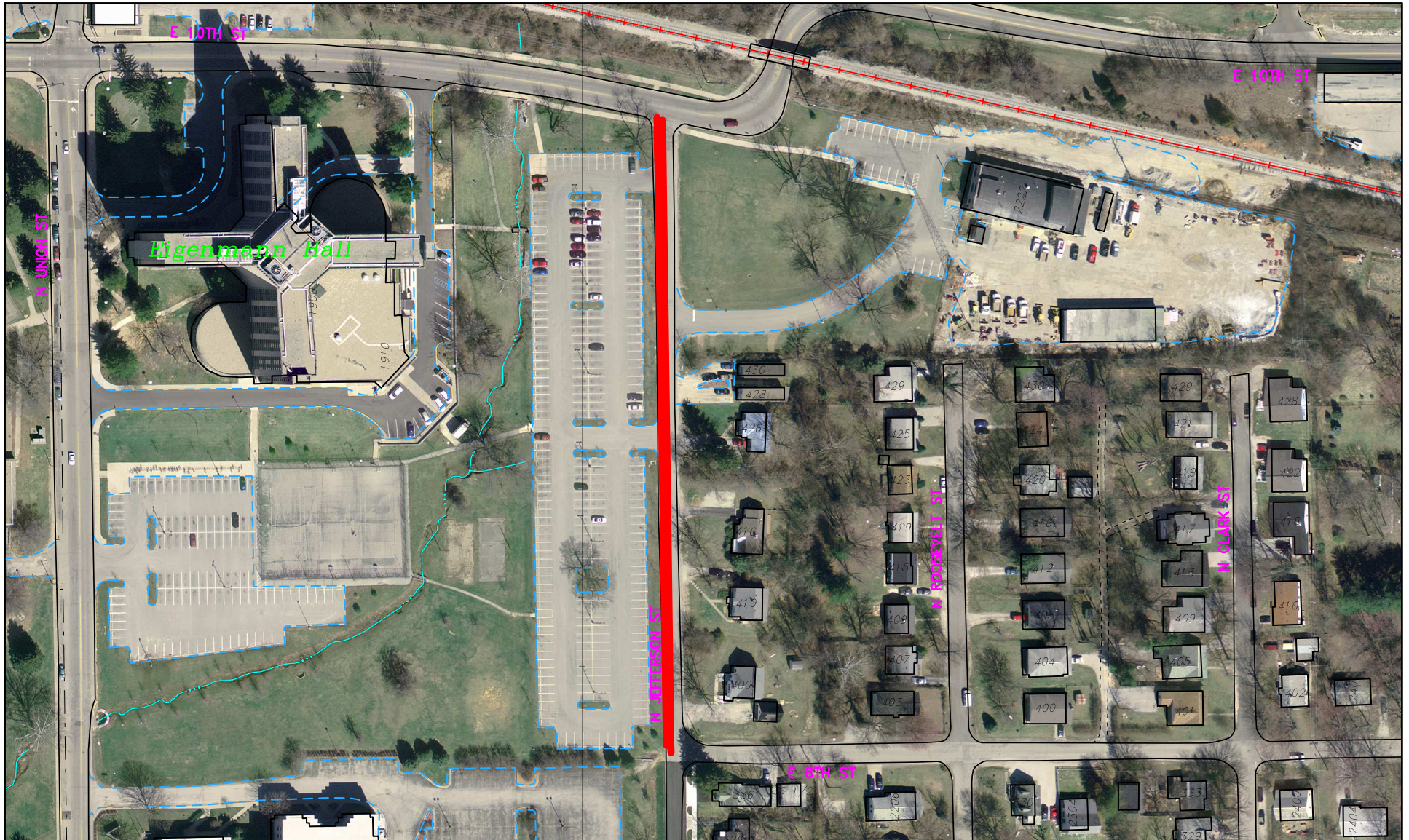












2009 Council Sidewalk Committee

Tim Mayer's request for sidewalks on the east side of Jefferson (from 8th to 10th)

By: fallsm

3 Oct 08



For reference only; map information NOT warranted.

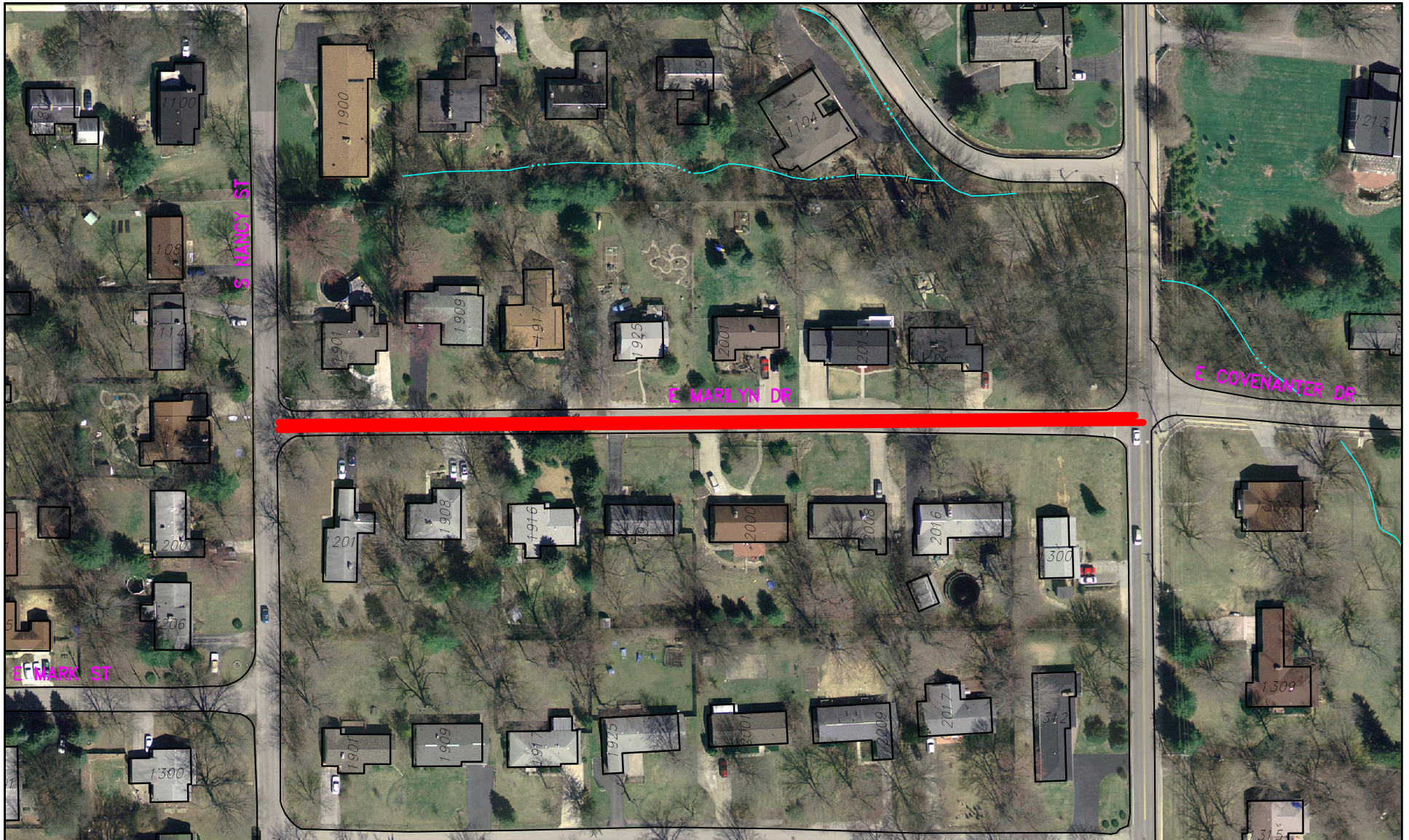


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Scale: 1" = 150'





2009 Council Sidewalk Committee  
 Dave Rollo's request for sidewalks on the south side of Marilyn Drive (Nancy to High)

By: fallsm  
 3 Oct 08



For reference only; map information NOT warranted.

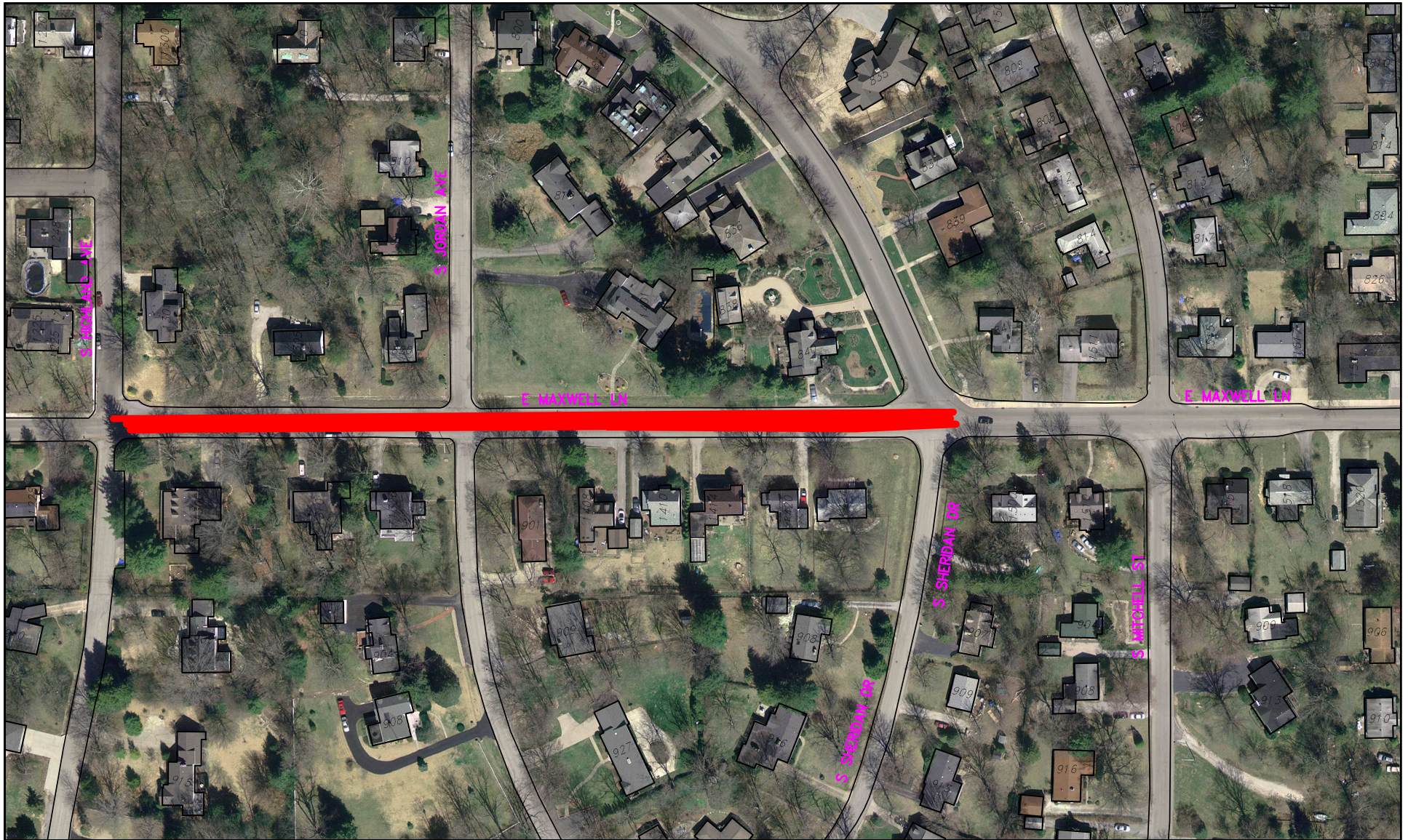


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Scale: 1" = 120'





2009 Council Sidewalk Committee

Dave Rollo's request for sidewalks on the north side of Maxwell Lane (from Highland to Sheridan)

By: fallsm

3 Oct 08



For reference only; map information NOT warranted.

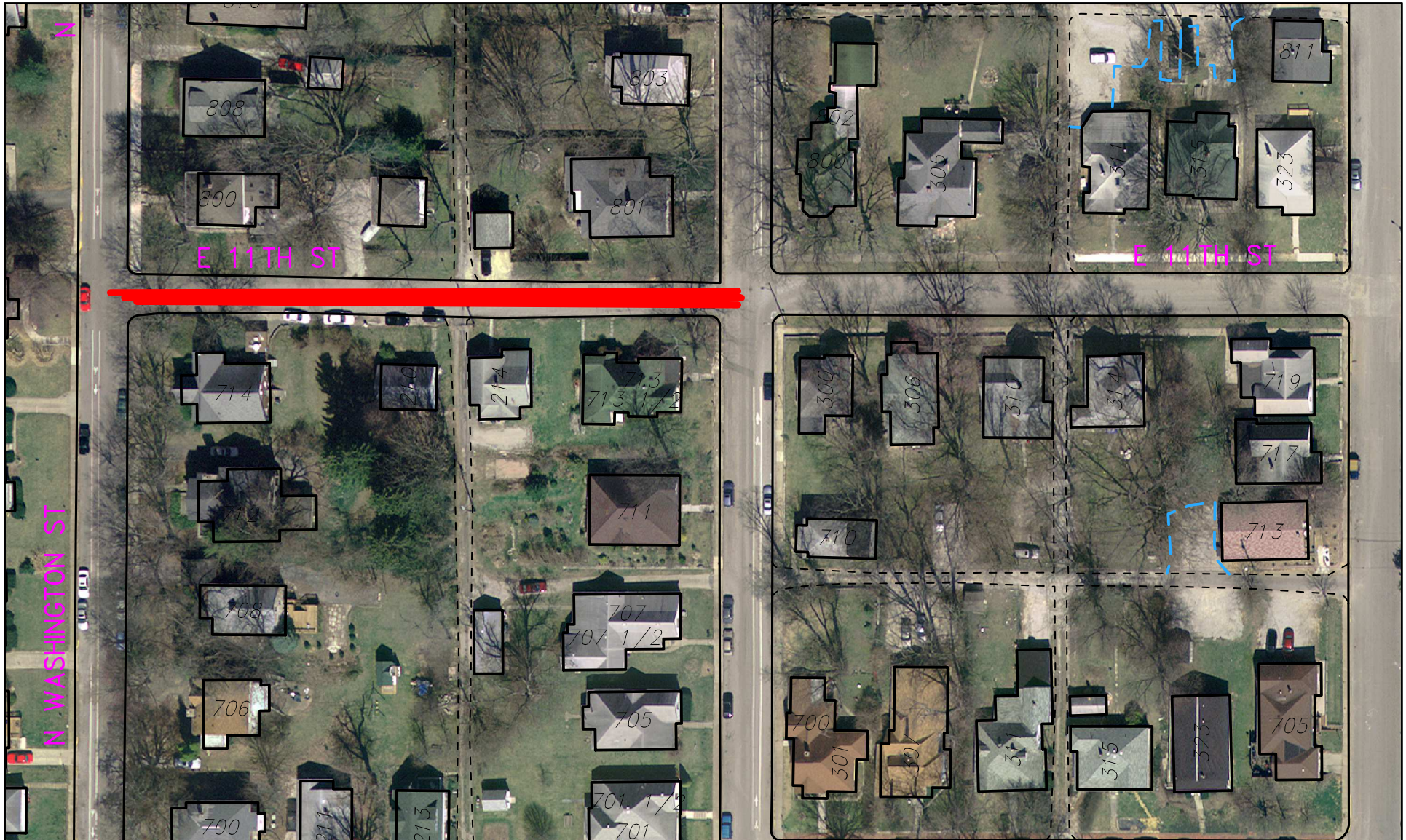


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Scale: 1" = 150'





2009 Council Sidewalk Committee

Steve Volan's request for sidewalks on the north side of East 11th (from Washington to Lincoln)

By: fallsm

3 Oct 08



For reference only; map information NOT warranted.

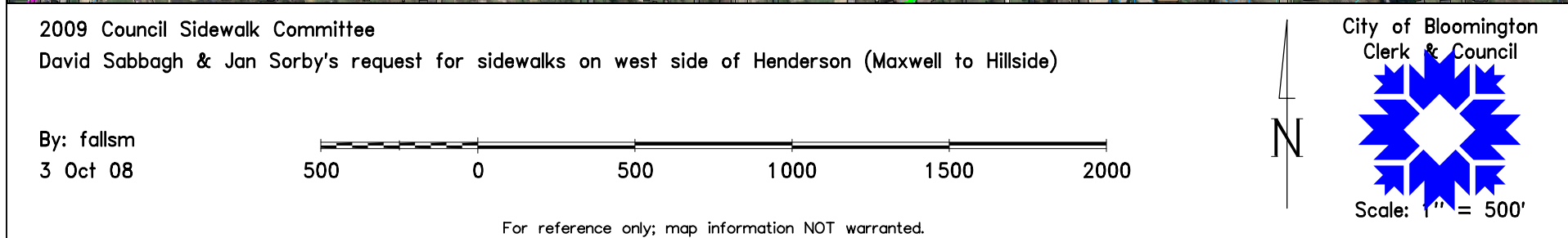


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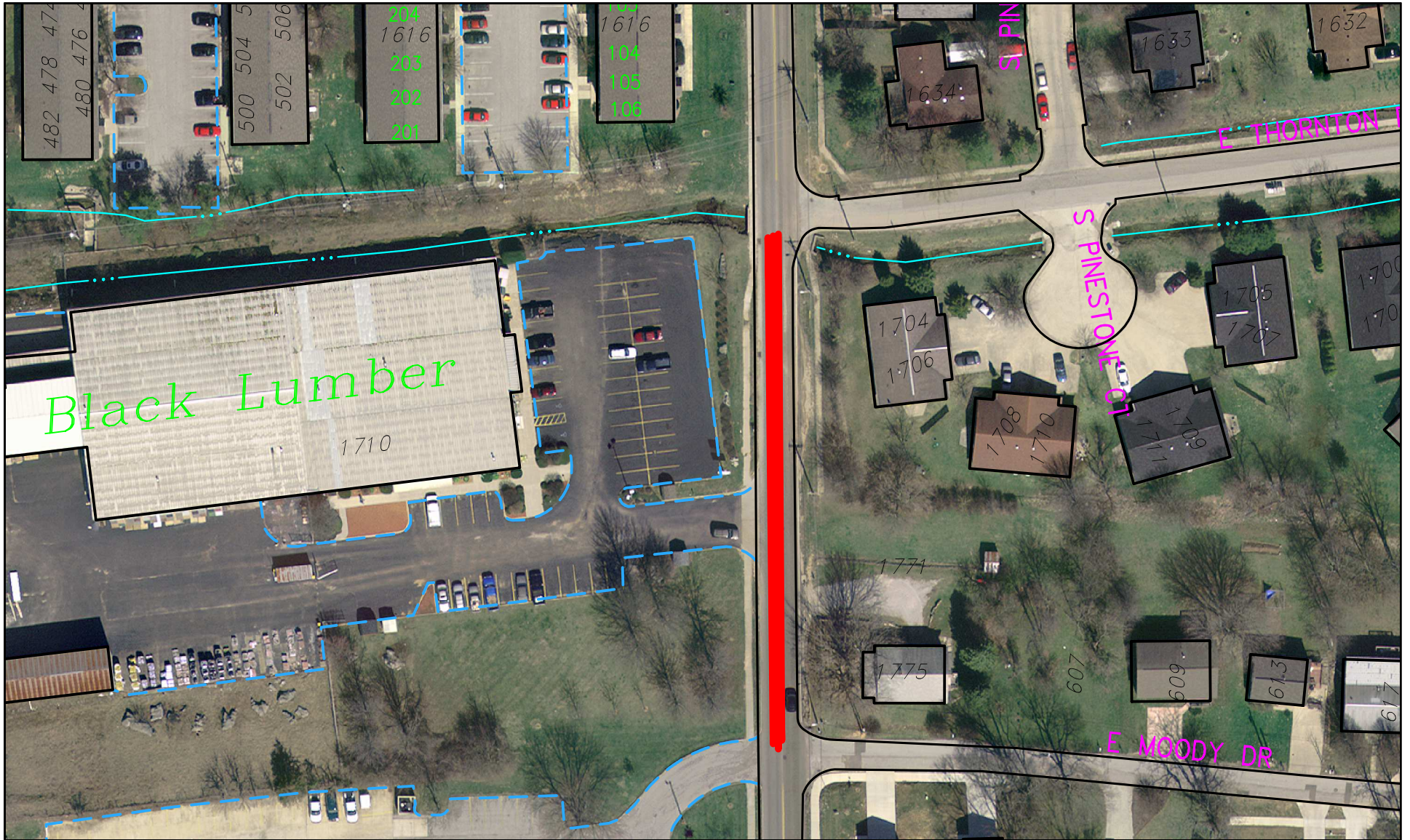


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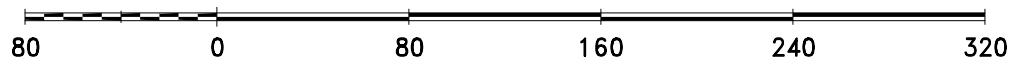






2009 Council Sidewalk Committee  
 Planning Department's request for a sidewalk on the east side of S Henderson (Moody to Thornton)

By: fallsm  
 6 Oct 08



For reference only; map information NOT warranted.

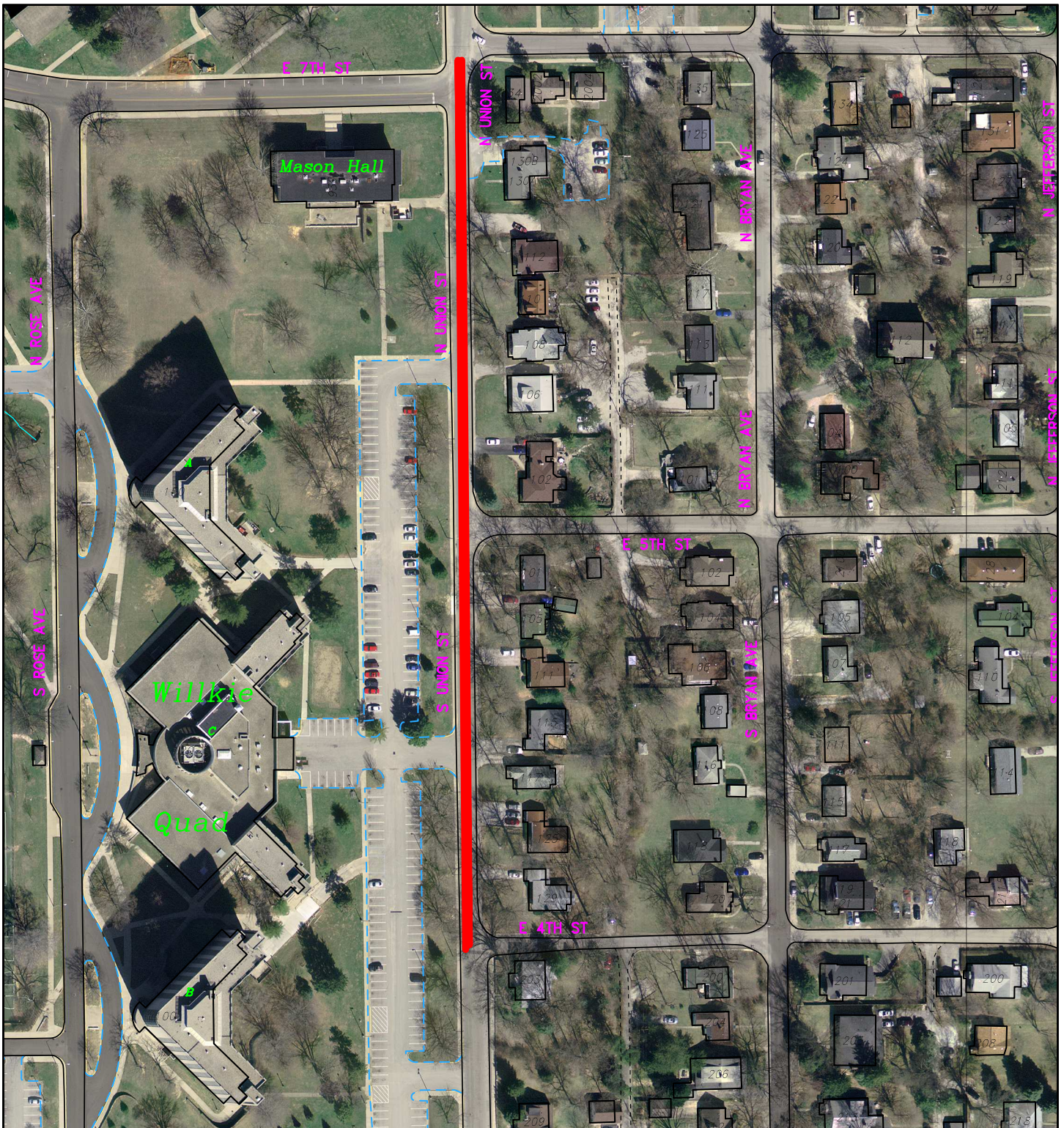


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Scale: 1" = 80'

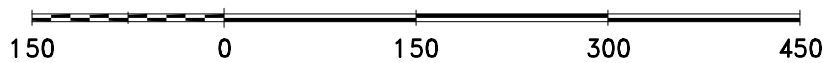




2009 Council Sidewalk Committee

Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

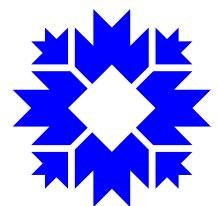
By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.

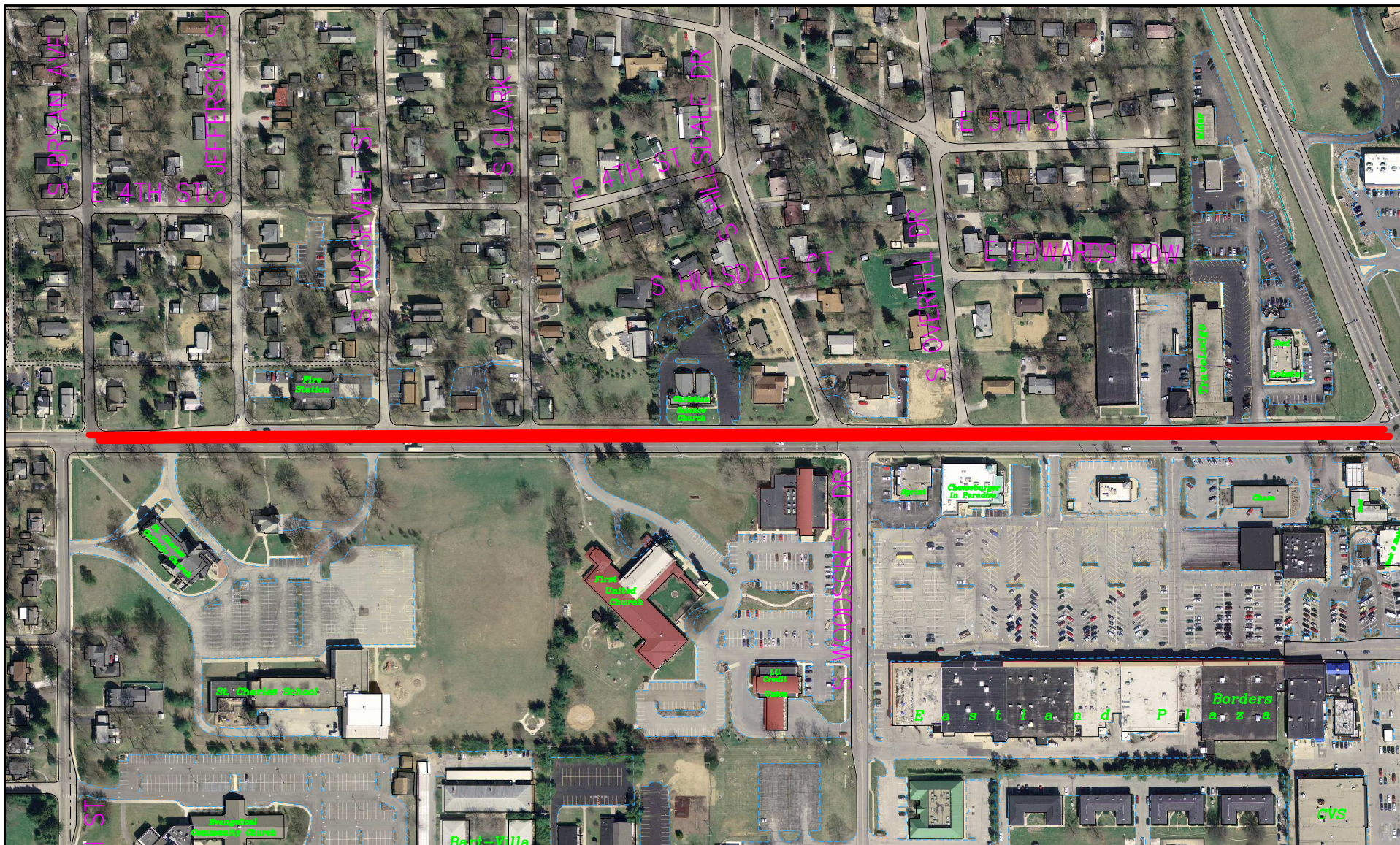


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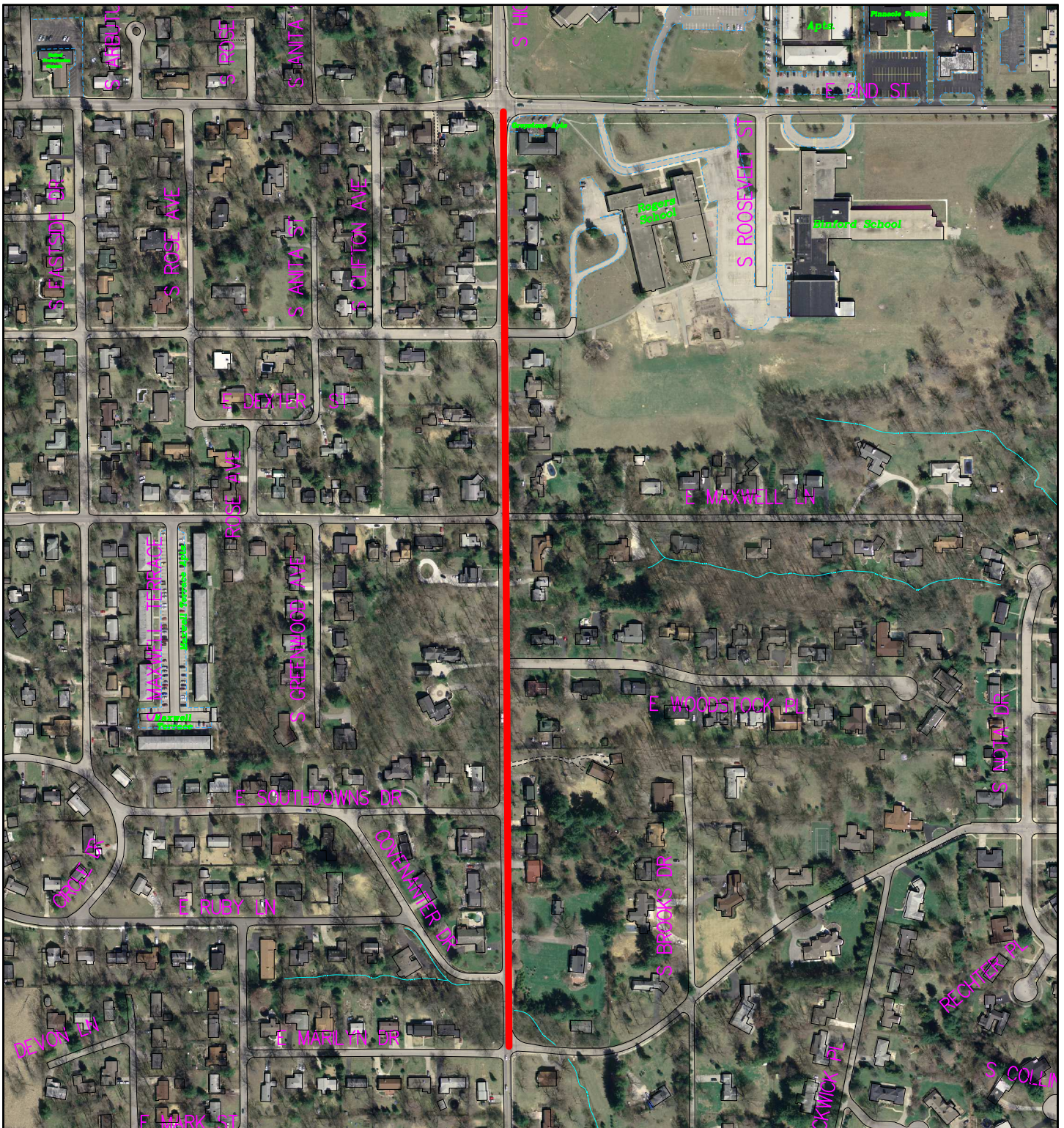
Scale: 1" = 150'





Scale: 1" = 300'



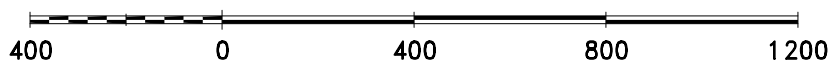


2009 Council Sidewalk Committee

David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm

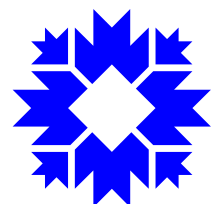
6 Oct 08



For reference only; map information NOT warranted.

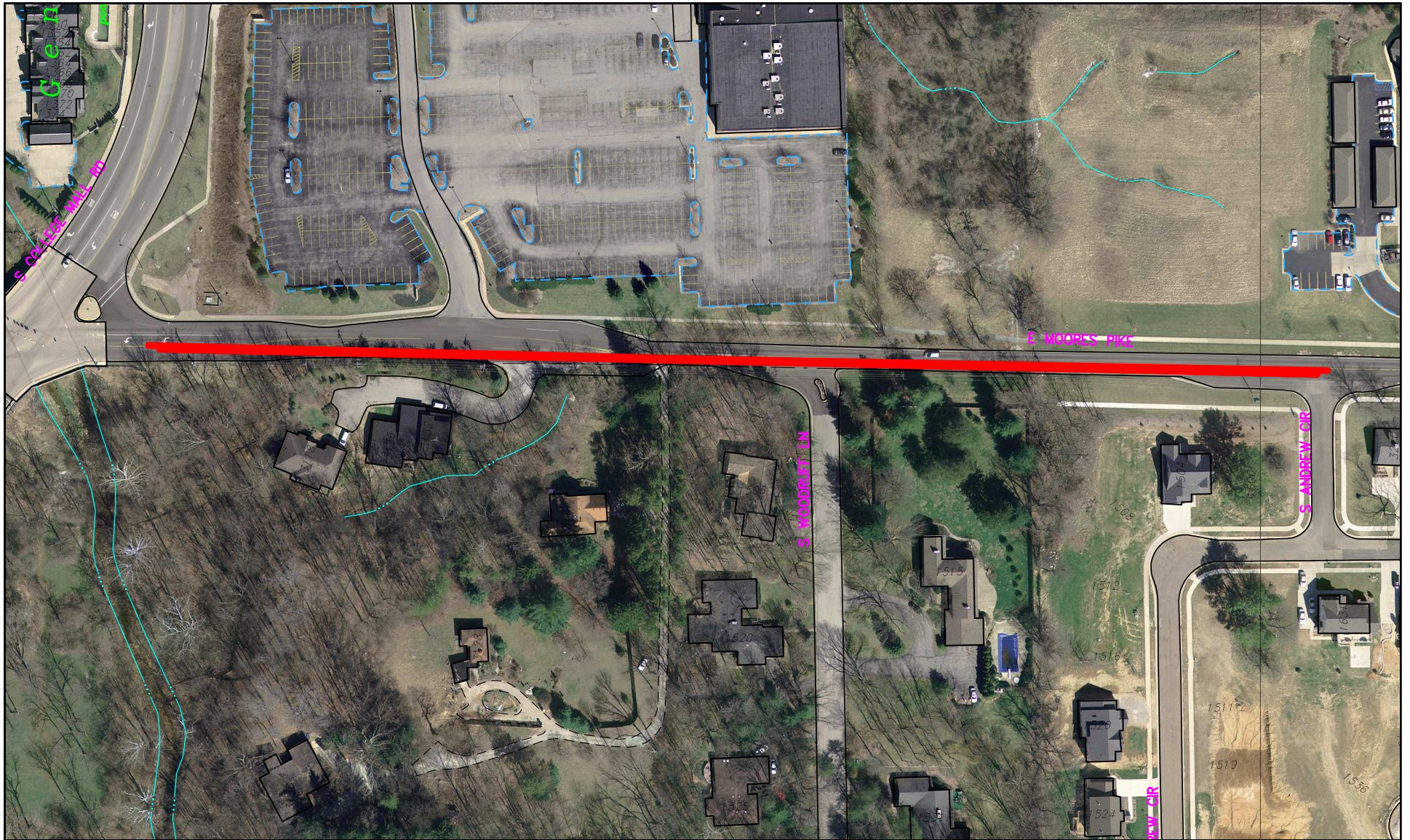


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Scale: 1" = 400'





2009 Council Sidewalk Committee

Dave Rollo's request for a sidewalk on the south side of Moores Pike (from Andrew to Sare)

By: fallsm

6 Oct 08



For reference only; map information NOT warranted.

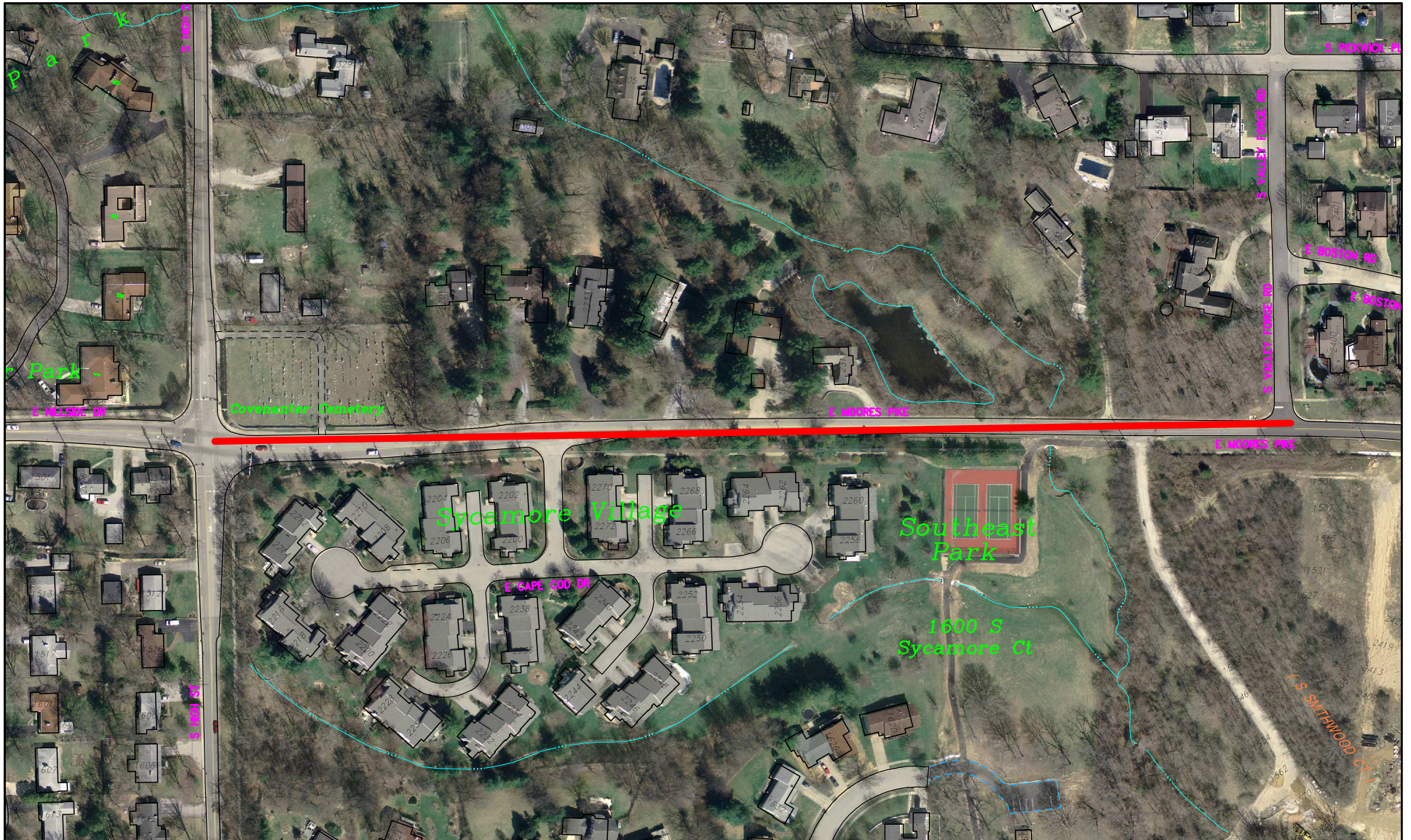


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Scale: 1" = 150'



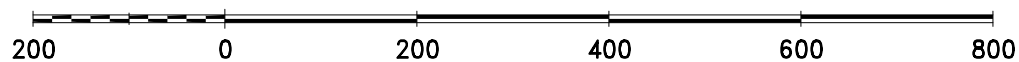


2009 Council Sidewalk Committee

David Sabbagh's request for sidewalks on the north side of Moore's Pike (Valley to High)

By: fallsm

3 Oct 08



For reference only; map information NOT warranted.

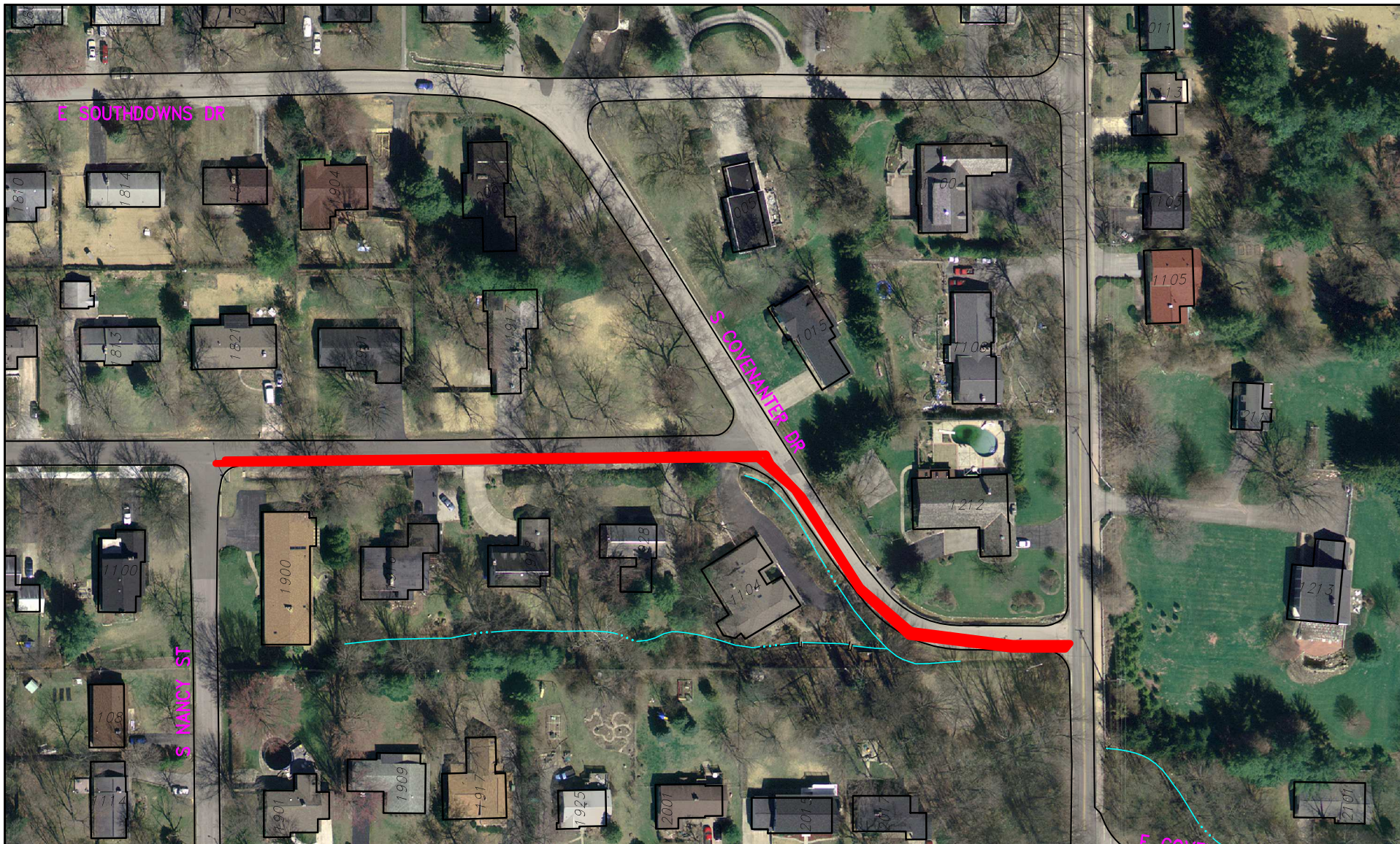


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Scale: 1" = 200'





2009 Council Sidewalk Committee

Dave Rollo's request for a sidewalk on the south side of Ruby Lane (from Nancy to High)

By: fallsm

6 Oct 08



For reference only; map information NOT warranted.

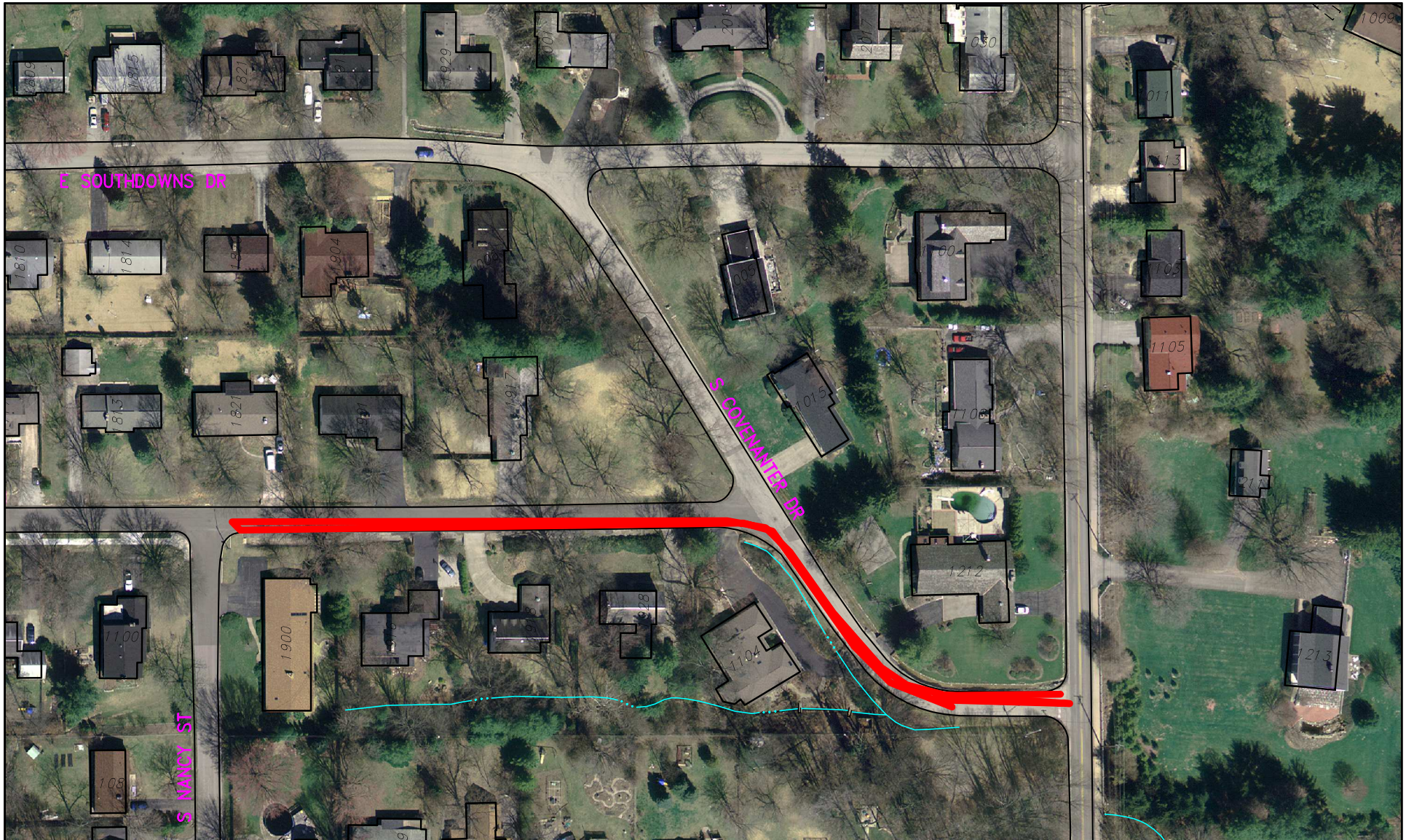


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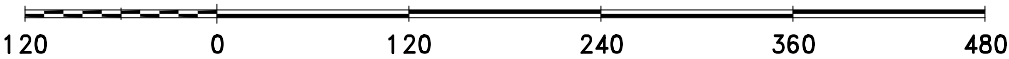
Scale: 1" = 120'





2009 Council Sidewalk Committee  
Dave Rollo's request for a sidewalk on the west side of Covenanter (from Nancy to High)

By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.

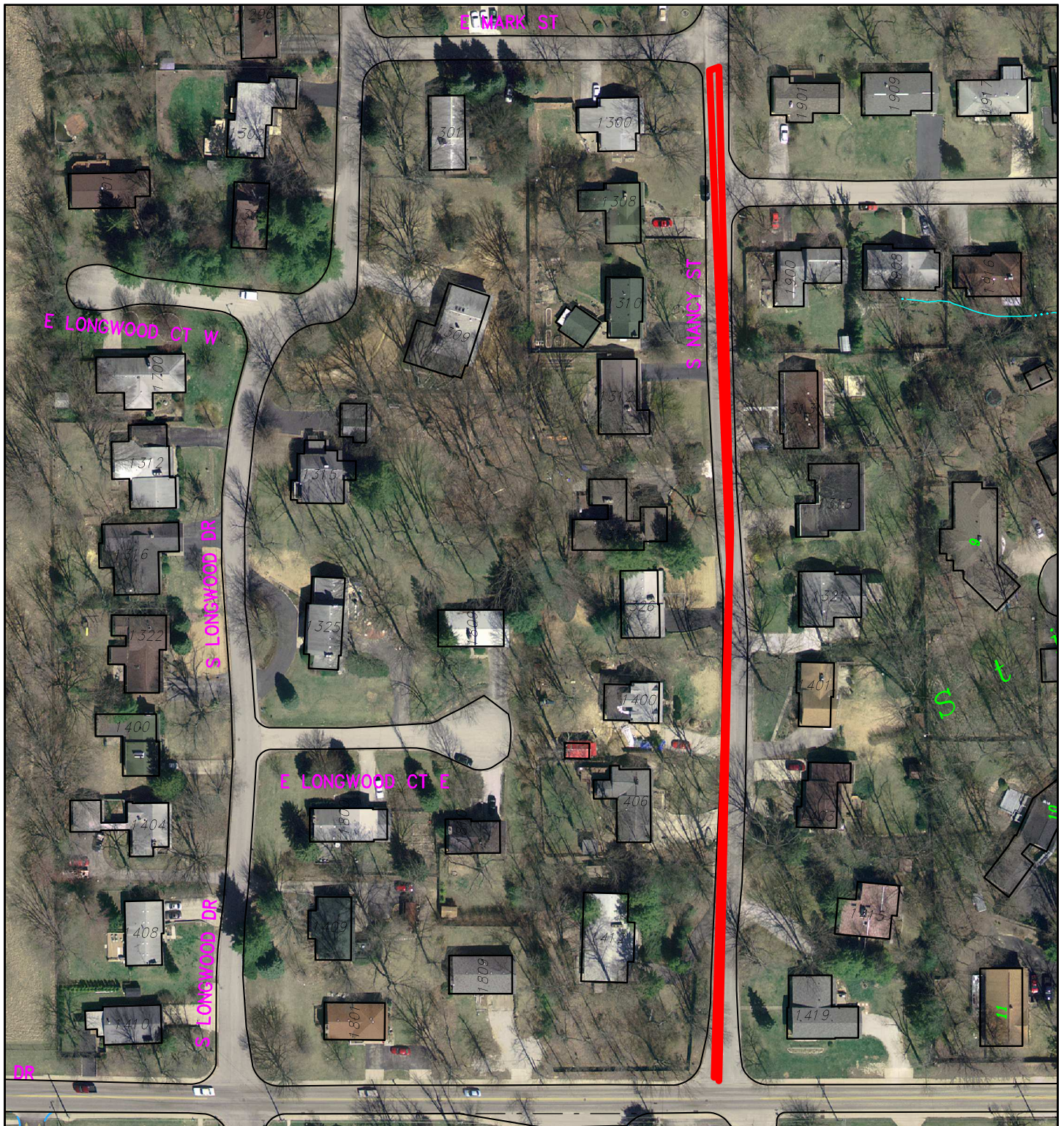


City of Bloomington  
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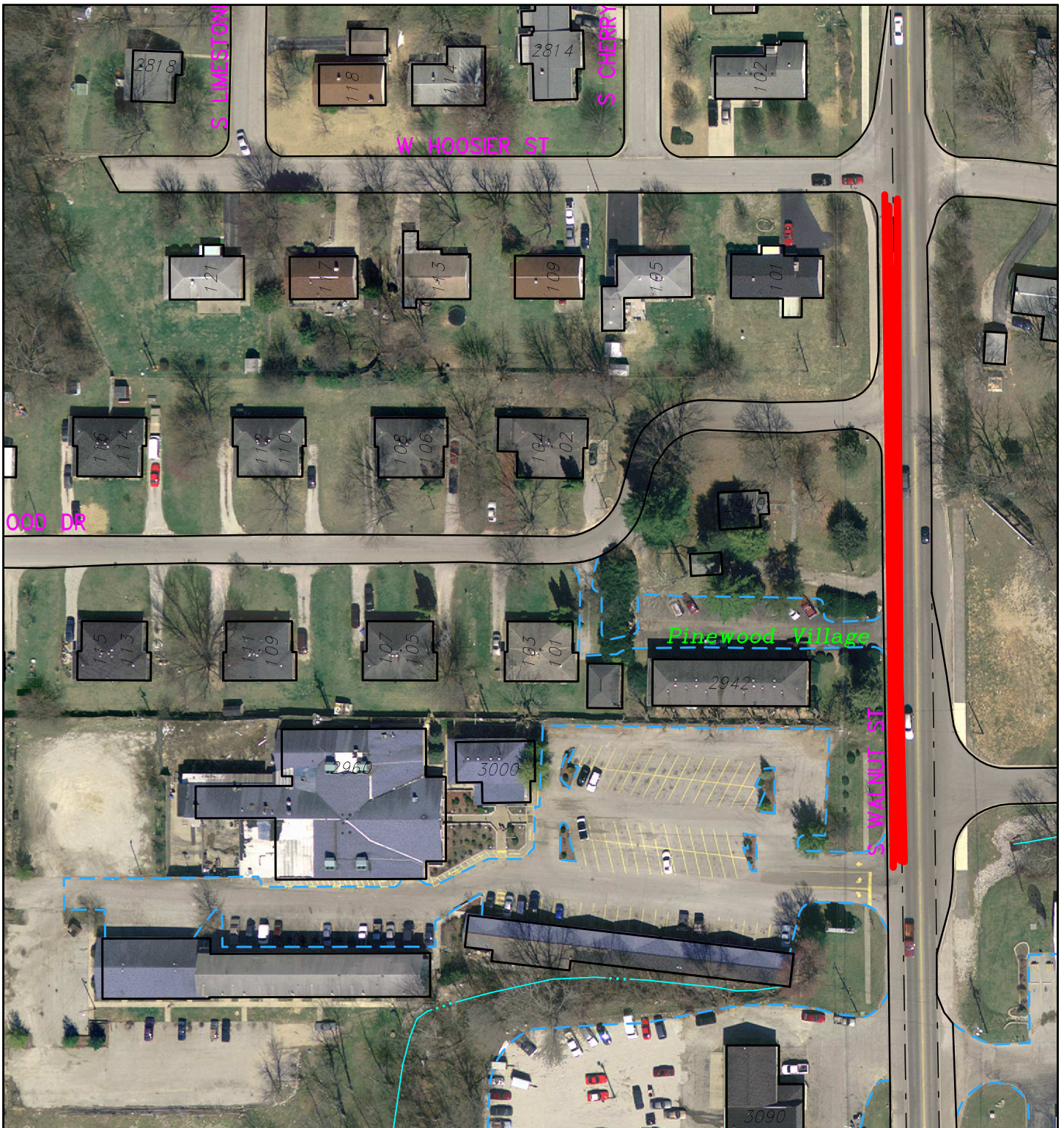


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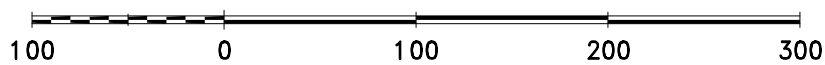


2009 Council Sidewalk Committee

DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm

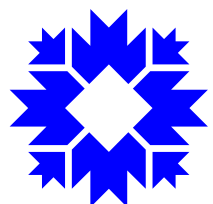
6 Oct 08



For reference only; map information NOT warranted.

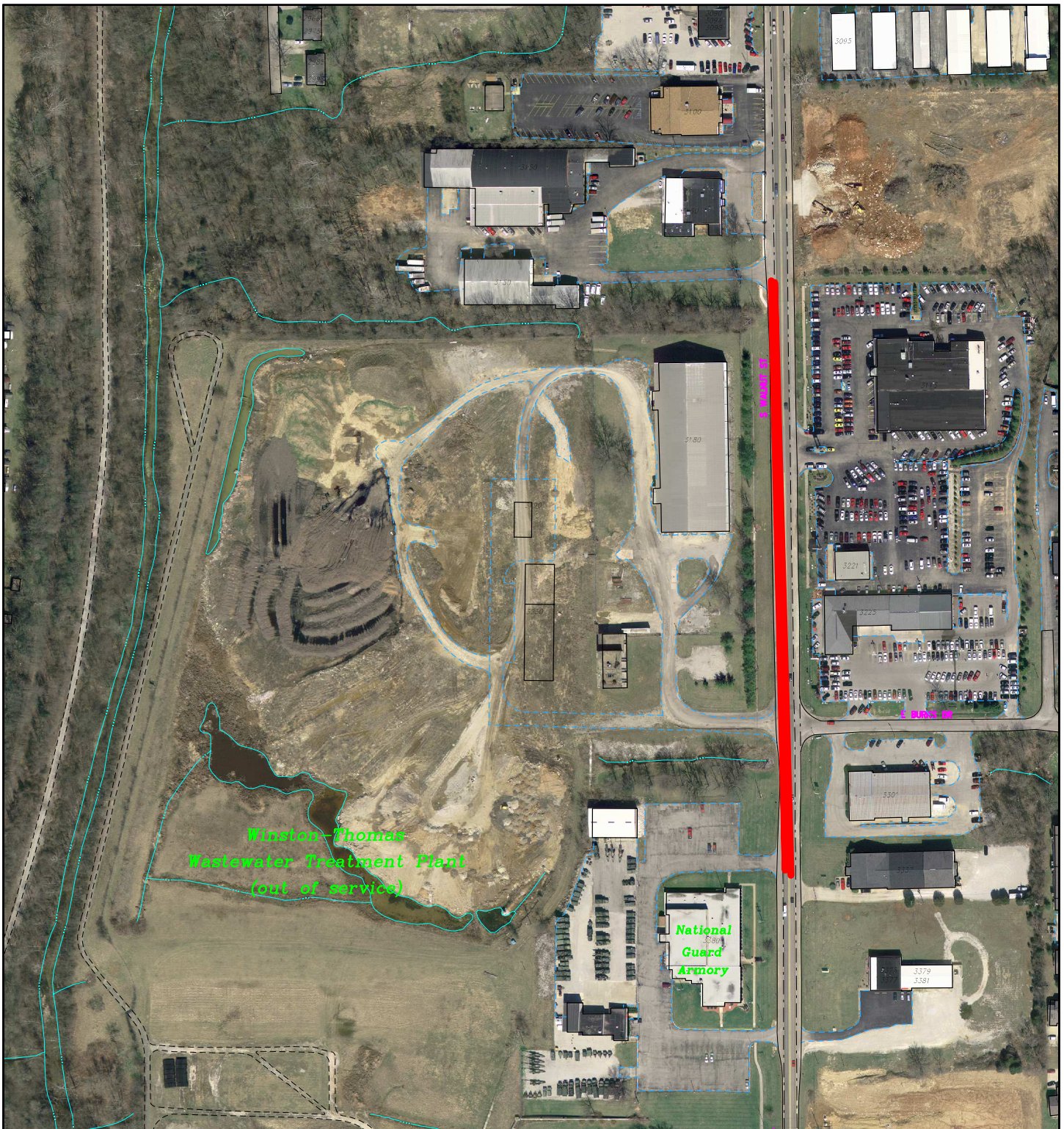


City of Bloomington  
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Scale: 1" = 100'



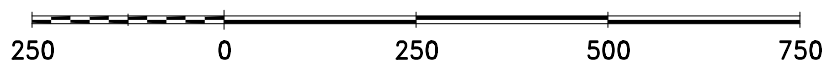


2009 Council Sidewalk Committee

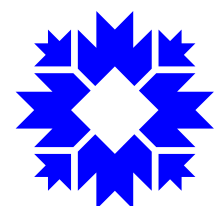
DPW's request for a sidewalk on the W side of S. Walnut (Winston/Thomas to Armory)

City of Bloomington  
Clerk & Council

By: fallsm  
6 Oct 08



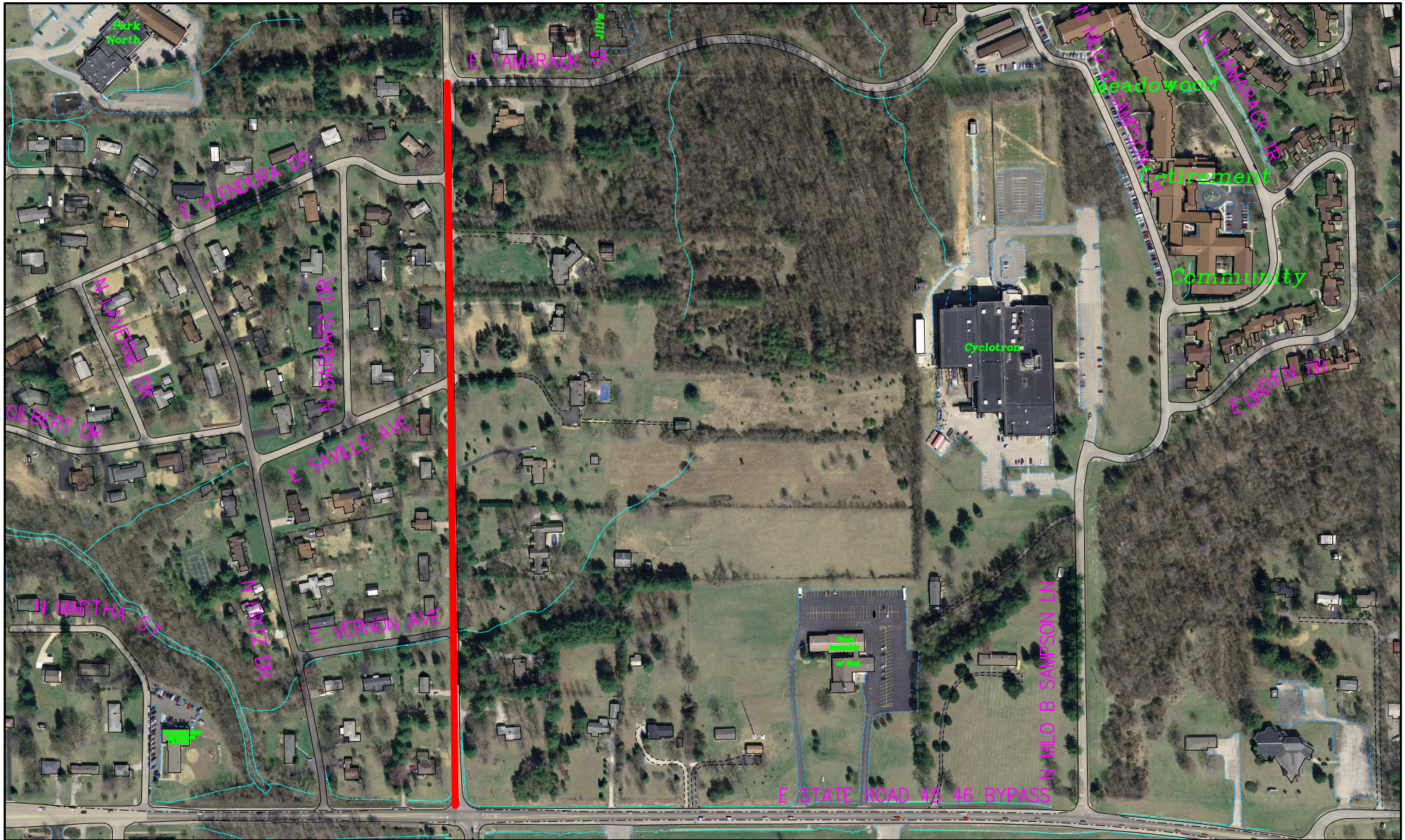
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Scale: 1" = 250'

For reference only; map information NOT warranted.





2009 Council Sidewalk Committee

David Sabbagh's request for a sidewalk on the east side of Dunn (from SR 45/46 to Tamarack Trail)

By: fallsm

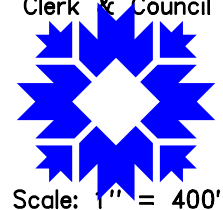
7 Oct 08



For reference only; map information NOT warranted.

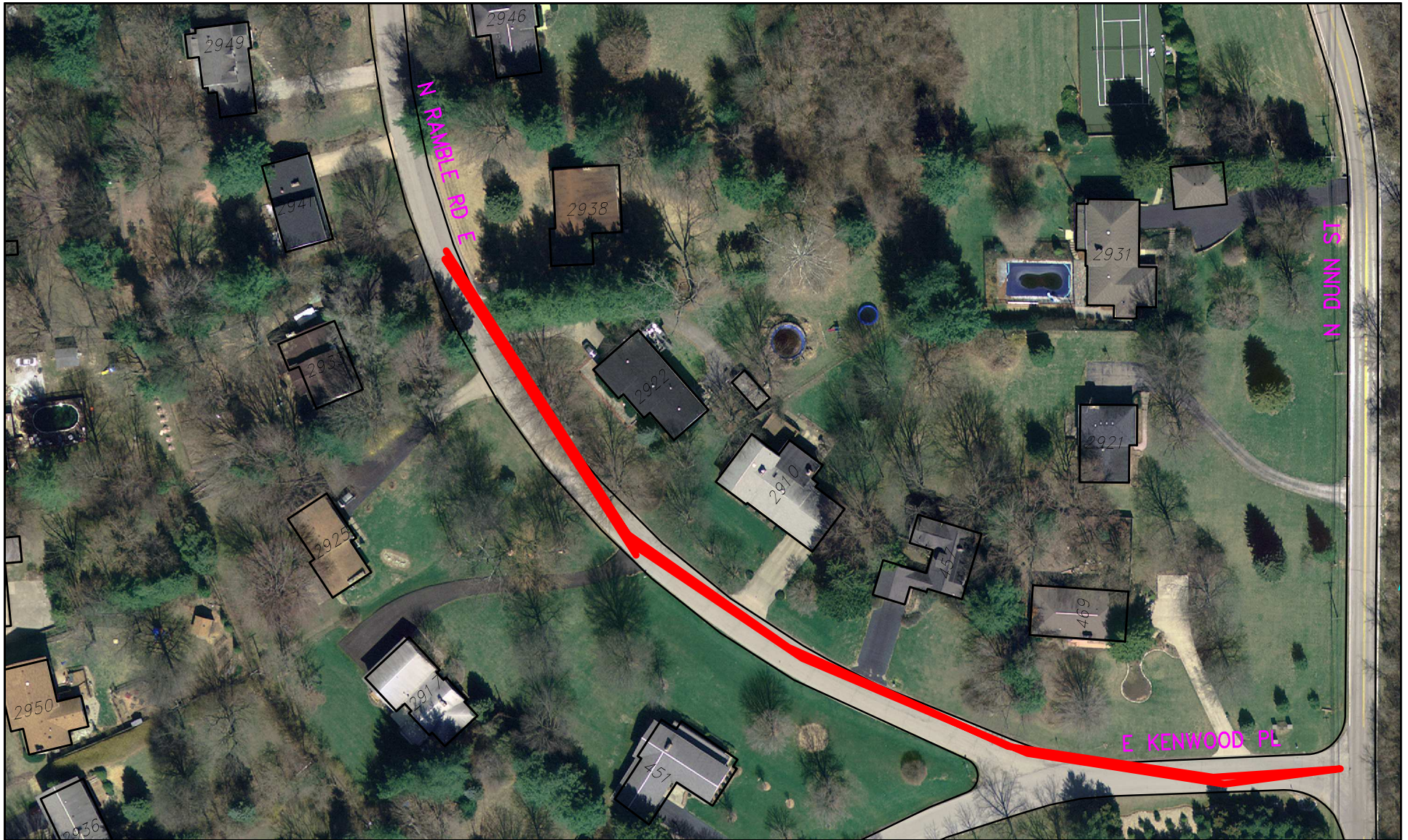


City of Bloomington  
Clerk & Council



Scale: 1" = 400'





2009 Council Sidewalk Committee  
Wisler's request for sidewalks on the north side of Ramble Road (2938 to Dunn)

By: fallsm  
3 Oct 08



For reference only; map information NOT warranted.

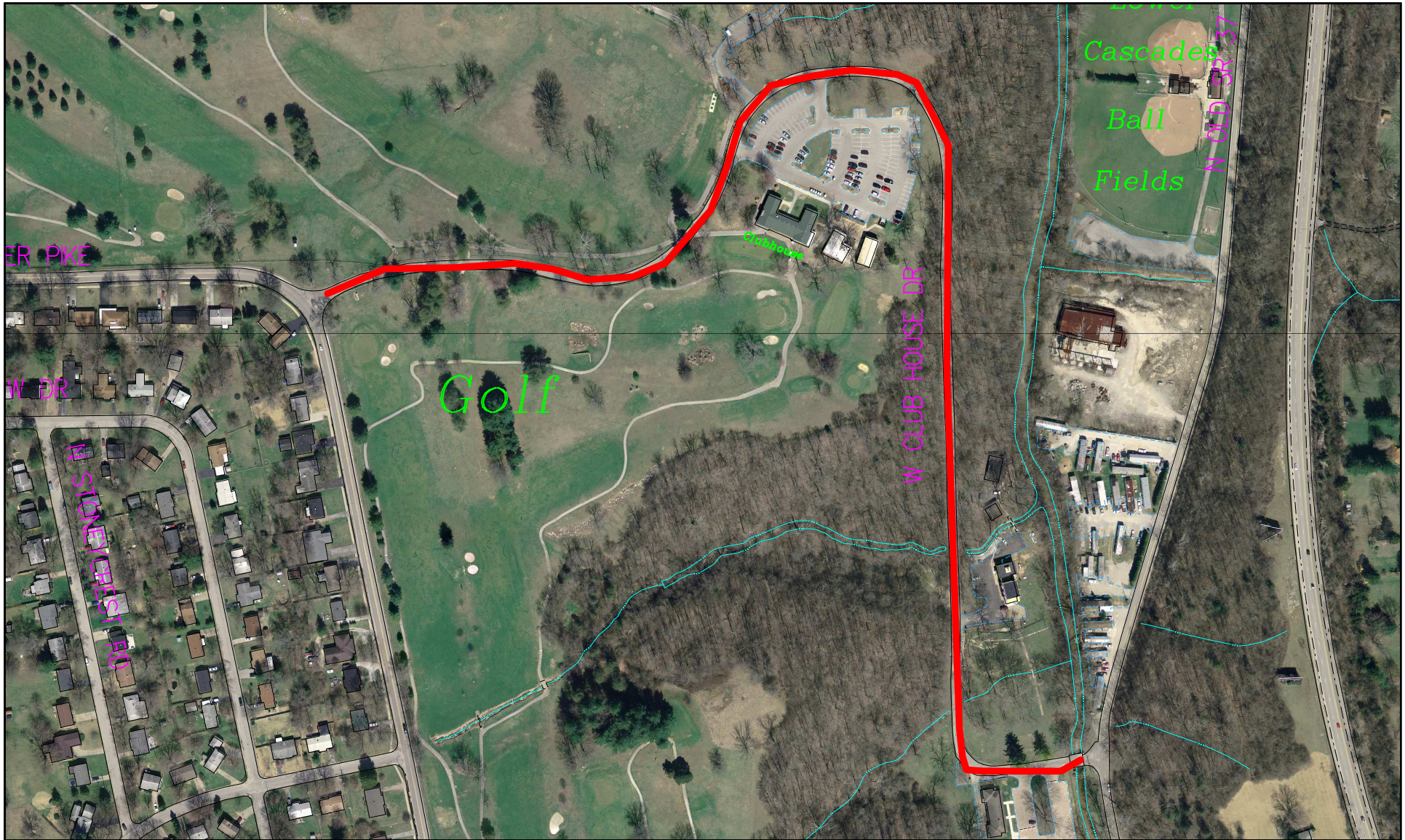


City of Bloomington  
Clerk & Council



Scale: 1" = 100'





2009 Council Sidewalk Committee  
 Brad Wisler's request for sidewalks on both sides of Club House Drive

By: fallsm  
 6 Oct 08

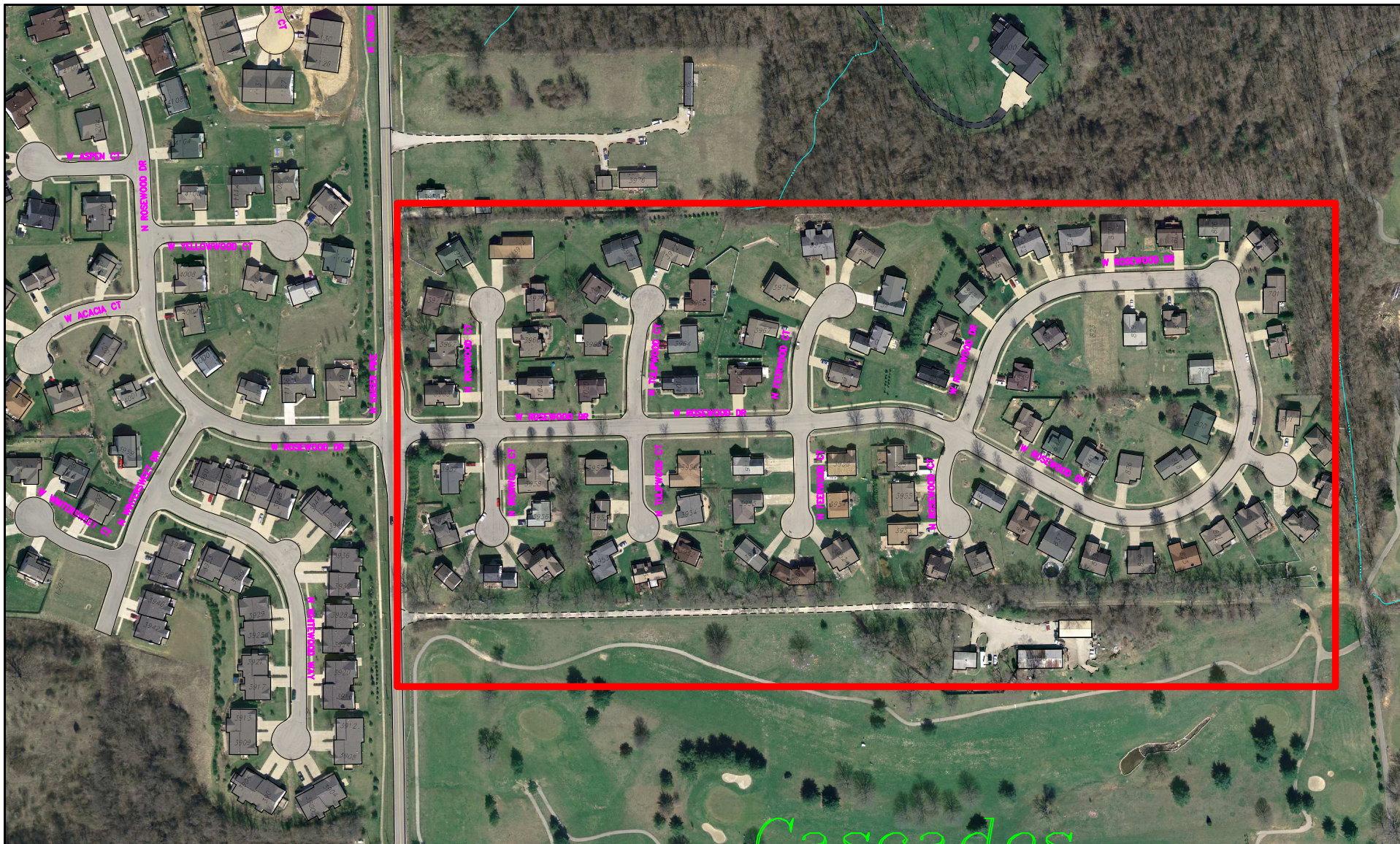


For reference only; map information NOT warranted.

City of Bloomington  
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Scale: 1" = 300'





2009 Council Sidewalk Committee  
Brad Wisler's request for sidewalks at Northwood Estates

By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.

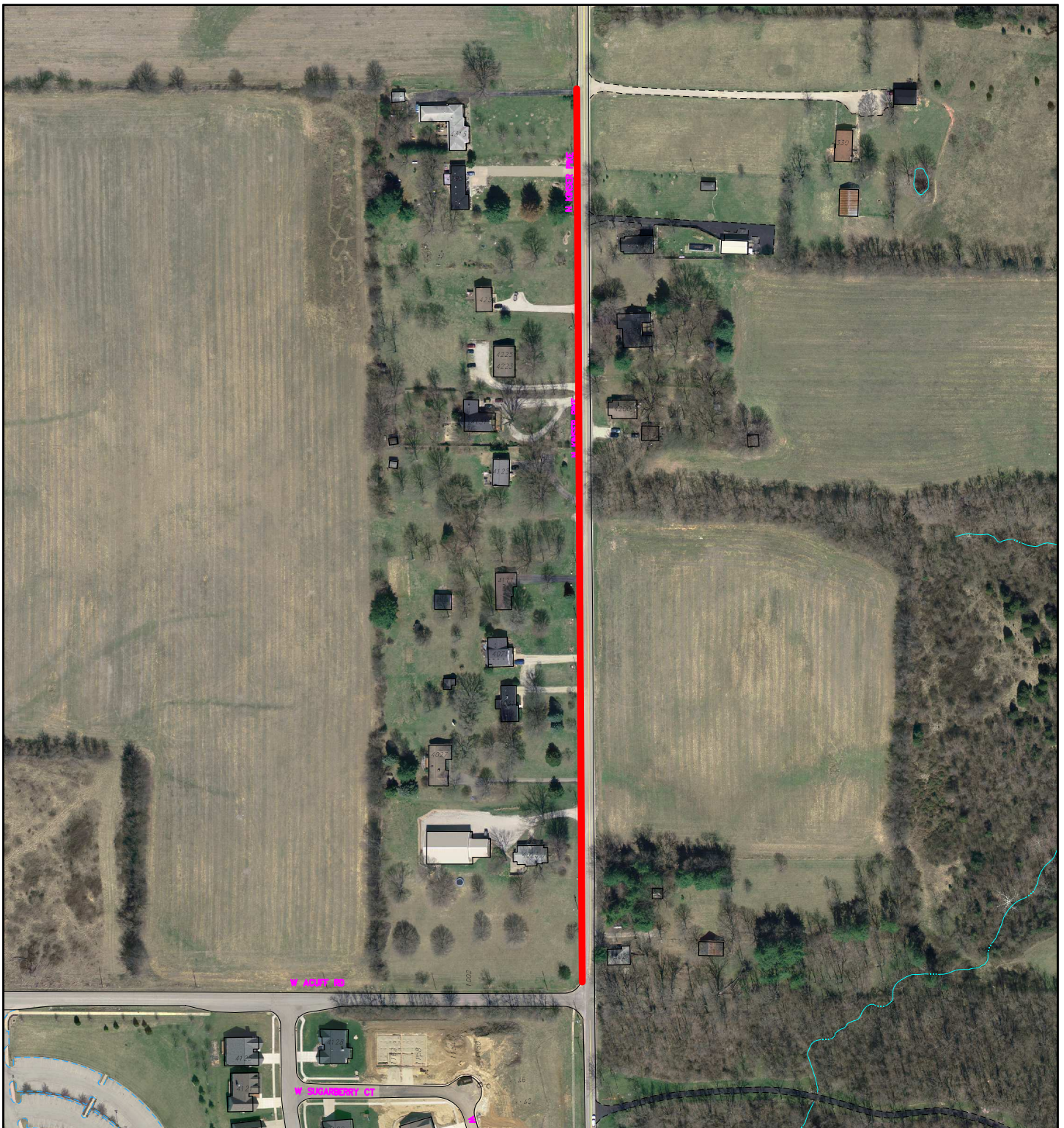


City of Bloomington  
Clerk & Council



Scale: 1" = 250'

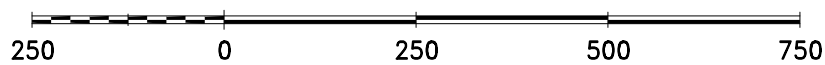




2009 Council Sidewalk Committee

Sturbaum & Sandberg's request for a sidewalk on the W side of Kinser (N of Acuff)

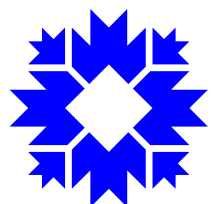
By: fallsm  
7 Oct 08



For reference only; map information NOT warranted.

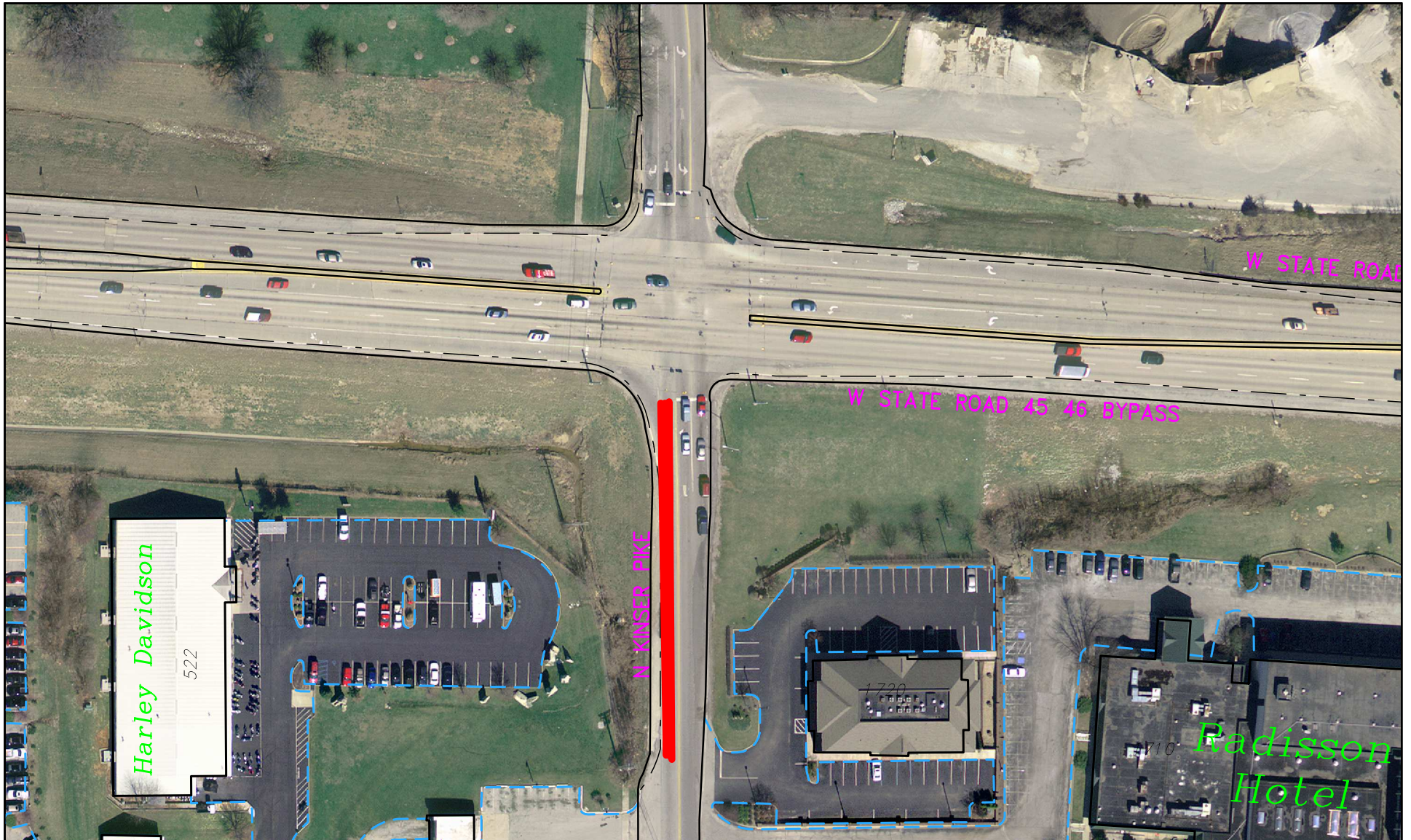


City of Bloomington  
Clerk & Council



Scale: 1" = 250'





2009 Council Sidewalk Committee  
Brad Wisler's request for a sidewalk on Kinser (south of SR 45/46)

By: fallsm  
7 Oct 08



For reference only; map information NOT warranted.

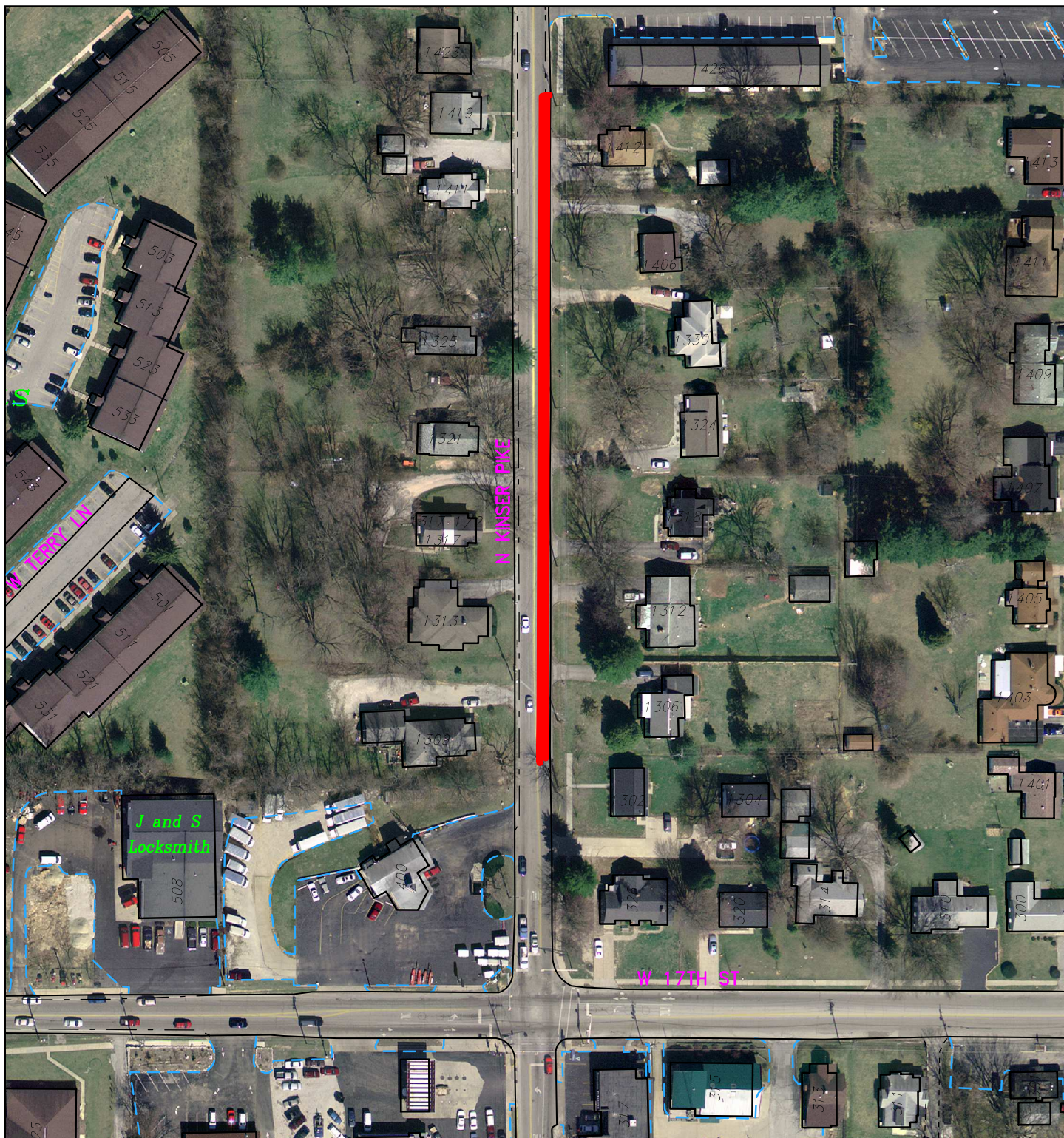


City of Bloomington  
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Scale: 1" = 100'



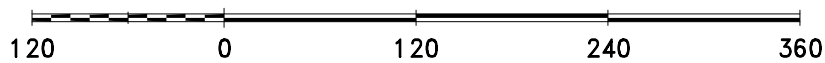


## 2009 Council Sidewalk Committee

**Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)**

By: fallsm

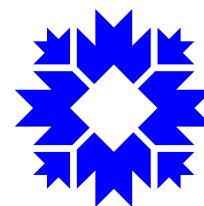
7 Oct 08



For reference only; map information NOT warranted.

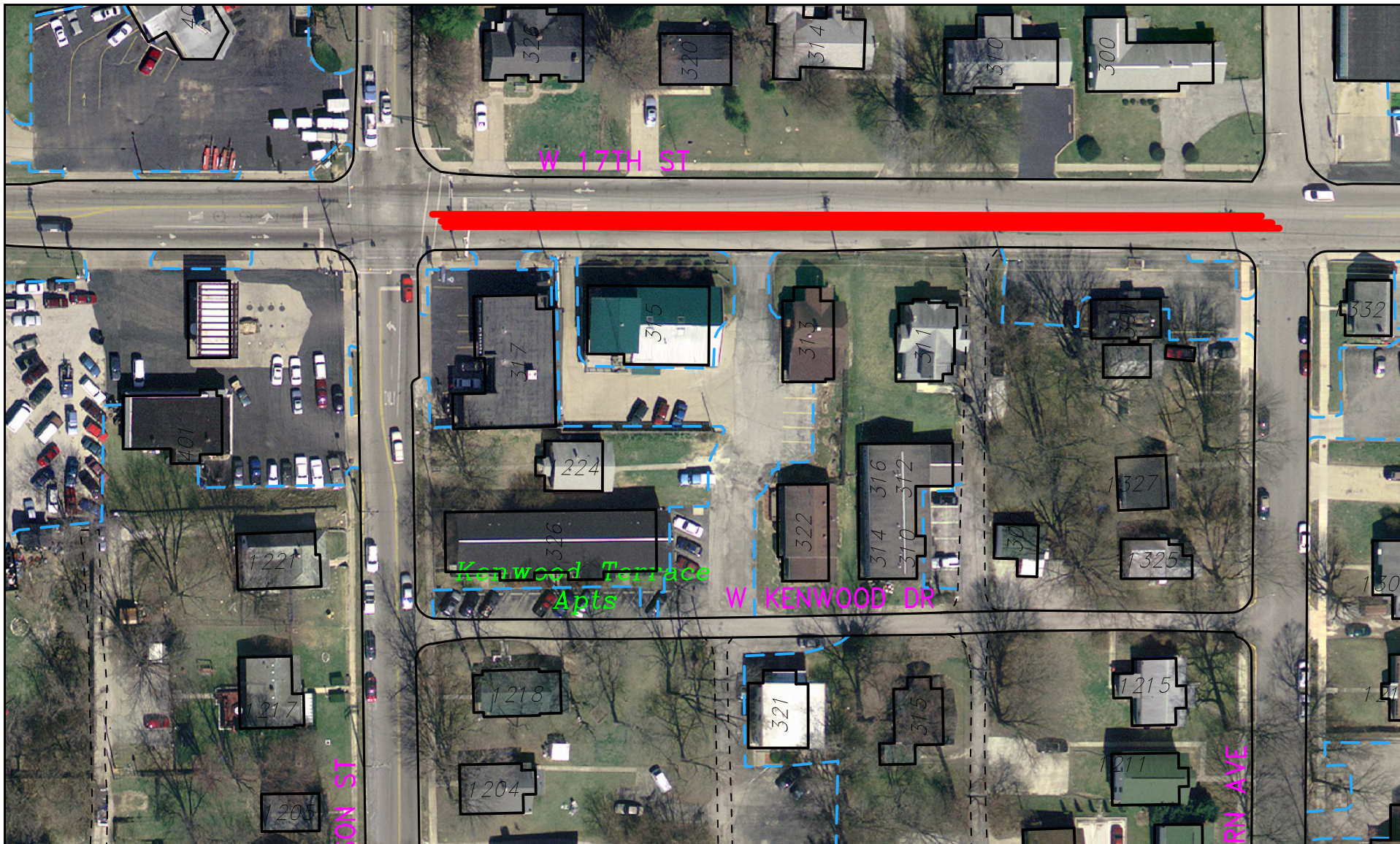


City of Bloomington  
Clerk & Council



Scale: 1" = 120'





2009 Council Sidewalk Committee  
 Planning Department's request for a sidewalk on the south side of W 17th (Madison to Woodburn)

By: fallsm  
 6 Oct 08



For reference only; map information NOT warranted.

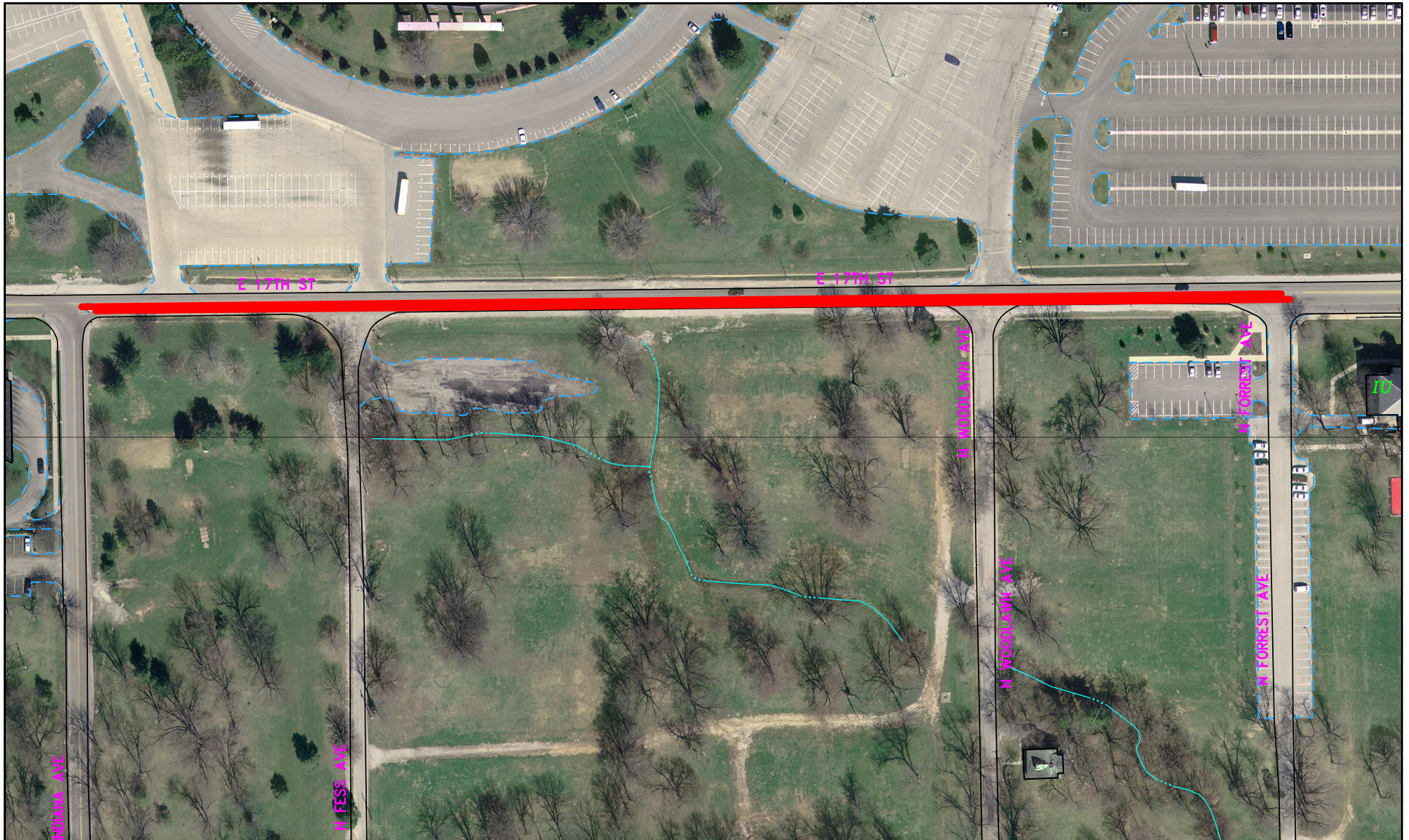


City of Bloomington  
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Scale: 1" = 80'





2009 Council Sidewalk Committee  
Citizen's request for a sidewalk on the south side of E 17th (from Forrest to Indiana)

By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 150'

## **Appendix Five – New Requests**

The Council Office has assembled requests submitted by citizens to the Council Office for sidewalk projects and will do the same for requests by Council members who do not sit on the Committee.

*Question: Are there other sidewalk projects the Committee should consider?*

*Question: Should the Committee narrow the list of projects before requesting estimates from the Engineering Department?*

### **Materials**

#### **Citizen Requests – *enclosed***

1. Covey Lane from East Miller Drive to Deadend (east side)  
- Michael Stallings, 1845 S. Covey Lane
2. Miller Drive from Henderson to East of Huntington (gaps on north and south side)  
- Jenn Markum, 863 E Miller Drive
3. Fairview from Allen to Wylie Street and/or
4. Madison from Dodds to Patterson  
– Elizabeth Cox-Ash on behalf of the McDoel Neighborhood Association
5. Highland Village (General Request for Sidewalks in Neighborhood and for Bike Access to Town)  
- Kim Sommers, 718 Harvey Dr.

#### **Council Member Requests – *forthcoming***

**Maps - *enclosed***

## **Citizen Requests for Sidewalks – 2009 Funding Cycle**

### **1. Covey Lane from East Miller Drive to Deadend (east side)**

November 21, 2007

Michael Stallings, 1845 S. Covey Lane, Bloomington, IN, 47401,  
(812) 330-1127, wrote the Council Office regarding “Incomplete Sidewalks”

Hello,

I recently moved to the end of Covey Lane. There have been many improvements on this side of town, but sidewalks and gutters on Covey have not yet been among them. There currently is a sidewalk that begins at Miller, but ends a few meters down Covey. It then picks up again partway down. Is there a way to petition for sidewalks and curbs on our street?

Thank you for your time.  
Michael Stallings

March 05, 2008

Michael Stallings (above) wrote to the City’s “Info” line about “The Covey Lane Question” and his message was forwarded to the Council Office by Christina fulton:

Hello

Bloomington's paving schedule was recently released, but did not include Covey Lane, which runs from Hillside to south of Miller. The northern section (Hillside to Miller) of this city road is still gravel, and has some major drainage problems. The southern section is in disrepair. There are no curbs and only a small section of sidewalk. This neighborhood is undergoing some very positive changes, but the infrastructure has yet to catch up. Are there plans for the city to fix Covey Lane?



2. **Miller Drive from Henderson to East of Huntington (gaps on north and south side)**

July 21, 2008

Jenn Markum, [mailto:[jkamrcum@gmail.com](mailto:jkamrcum@gmail.com)], 863 E Miller Drive, Bloomington, IN, 47401, 325-8530 wrote the Council Office requesting sidewalks on East Miller Drive

Andy, Dave, Chris and Tim,

I invite you all to come over to my neighborhood for a walk down E Miller Drive. From Henderson to the end of Miller, it is difficult to walk. You have to cross the street several times to walk to the YMCA. Our street is a busy street for walkers and runners. It is a heavily traveled street also by cars. They speed past our home daily. When sidewalk funds come up again, please consider filling in sidewalks on E Miller Drive. Thanks for consideration. Keep up the good work, Jenn

Dear Ms. Marcum -

I have sent your message to Councilmembers Ruff, Rollo, Sturbaum and Mayer as you requested. I have also sent it to Councilmembers Piedmont and Wisler who, along with Councilmembers Rollo and Sturbaum, will serve on the Council Sidewalk Committee that will meet later this year to make recommendations on funding certain sidewalk projects in 2009.

I have also listed your request with others to be considered by the Committee this fall.

I know you invited members to walk along East Miller Drive to show what needs to be done. But, for purposes of clarification, is it fair to say that you are requesting the installation of sidewalks in the 600, 700, and 900 block on the north side and in the 1000 block on the south side of Miller Drive? Are there segments I have missed or added that don't need to be done?

I am looking forward to hearing from you.

Thanks, Dan for getting back to me so quickly. Walking east from S Henderson Street on E Miller Drive looking to the north, the odd house numbers 600, 603, 605, 607, 613, 701-705, 713, 790-Head Start Building, 869, 901, 915, empty lot, 959 to corner of S Huntington Drive have no sidewalk. Past S Huntington Drive on south side of East Miller Drive, even house numbers on 1000 block to S Olive Street have no sidewalk. By completing these additional sidewalks, it will make it

accessible for children to walk to school and to the YMCA. We have several runners, joggers and walkers who go by our home daily. This would be a great addition to our neighborhood improvement. We recently started a neighborhood association in the Barclay Gardens Subdivision. We welcome any and all sidewalks, we can have.

Thanks again!  
Jenn

**3. and 4. Fairview from Allen to Wylie Street and/or  
Madison from Dodds to Patterson**

January 24, 2008

Elizabeth Cox-Ash [mailto:[ecoxash@bloombank.com](mailto:ecoxash@bloombank.com)] wrote the following email to Vickie Provine (HAND) about whether the Neighborhood Improvement Grant can be used to construct a sidewalk. Vickie, in turn, forwarded her message to Bob Woolford, whose response appears after the one from Ms. Cox-Ash:

Hey Vickie,  
Could you please clarify something for us. We will be discussing our neighborhood plan in February and will be discussing applying for the Neighborhood Improvement Grant for this year. One of the projects that some of the neighbors have pinpointed is a new modern sidewalk along Fairview from Allen St. north to Wylie St. There is no sidewalk there now. The confusion is that we had a historic sidewalk redone along Wylie St. and Dixie St. in the past and there is the thought that the Neighborhood Improvement Grant can be used for getting a new concrete sidewalk. Another project is new curbing along S. Madison St. There is no curbing or sidewalks from Dodds St. south to Patterson St, so this would be new curbing. Could you please clarify this.  
Thanks,

Elizabeth,

I have copied a number of people in this email so that others will know of your request.

A new concrete curb or sidewalk is not eligible for the Neighborhood Improvement Grant. These are the type of projects that Public Works does regularly, although not necessarily every year. Also the scope of this type of project is too large. As you are aware this grant is a competitive grant that has \$50,000 available and many neighborhoods apply for this grant every year.

I can suggest two funding sources for you. One suggestion is to have the Public Works general budget increased to include this project. Another is to talk to City Council members (in particular the district councilperson that represents your

district and the at-large members) and try to seek funding for this project through the Council's Sidewalk Committee.

Neither of these projects will be inexpensive. Fairview is approximately 1,300 feet long and Madison is around 1,200 feet long. Both would involve storm water drainage systems. I have not talked to residents along Fairview, however a number of years ago we did hear from residents along S. Madison. At that time a large majority of residents were not interested in improvements along Madison. That does not mean that current residents don't want the project to occur or that the project should not happen. What would be helpful to your cause would be to talk to residents along both corridors now and start this discussion. The process could go smoother if everyone knows what is going on and understands that rights of way may need to be acquired and parking areas may be altered.

Let me know if I can help you.

Bob Woolford

349-3401

cc: Piedmont, Isabel; Rhoads, Stacy; Sherman, Dan; Wykoff, Justin

**5. Highland Village (General Request for Sidewalks in Neighborhood and for Bike Access to Town)**

February 20, 2008

Kim Sommers, [mailto:kasommer@gmail.com], 718 Harvey Dr., Bloomington, IN, 47403, 339-4746, wrote the Council Office about sidewalks, street lights and bicycle connectivity from Highland Village to the rest of the City and Stacy Jane Rhoads responded (as can be seen after his message below):

I live in Highland Village. Over half of my neighborhood is in the city. (but that's another beast to tackle) My street is considered part of the city. Right now I'm watching the city council meeting on the ATGSP.

I'm not seeing anything about Highland Village. I'd like to see sidewalks put into this neighborhood. People walk with their kids in the middle of the street since we don't have sidewalks. We also have terrible street lighting in case you wondered.

What does it take to be considered part of the city I pay taxes to?

What does it take to connect Highland Village to the rest of Bloomington for pedestrians and bicyclists? I dare any and all city council members to walk or ride a bike from the Showers building to my house. It's not fun.

regards,

Mr. Sommers,

Thank you for your E-mail to the Bloomington Common Council. I have forwarded your concerns on to Councilmembers.

In the meantime, I've consulted with the City Planning Department and wanted to let you know of some developments that may address some of your concerns:

- The City does have plans to improve West Third, including the installation of sidewalks and bike lanes. However, this improvement ends just east of the SR 37 overpass.
- Additionally, the City's recently approved *Bicycle and Pedestrian Transportation and Greenways System Plan* maps a bike lane on Third Street from Liberty to Kirkwood as a "High Priority." (According to the *Plan*, "High Priority" projects are to be considered prior to implementation of "Medium-" and "Low-Priority" projects).
- It is possible to load bicycles onto the Bloomington Transit buses, which do serve the Highland Park area.

According to our Sidewalk Inventory, a number of other streets in Highland Park have sidewalks, but not Harvey Drive. Currently, there are no plans for the placement of a sidewalk along Harvey Drive. However, yours is the first request we've received for a sidewalk on Harvey. I've apprised our Engineering Department of your request and our Public Works Department of your concern about inadequate lighting in your neighborhood. The Council Sidewalk Committee has already allocated its funds for 2008, but I will bring this to the attention of the 2009 Committee when it meets next fall.

I hope I've addressed a few of your concerns.

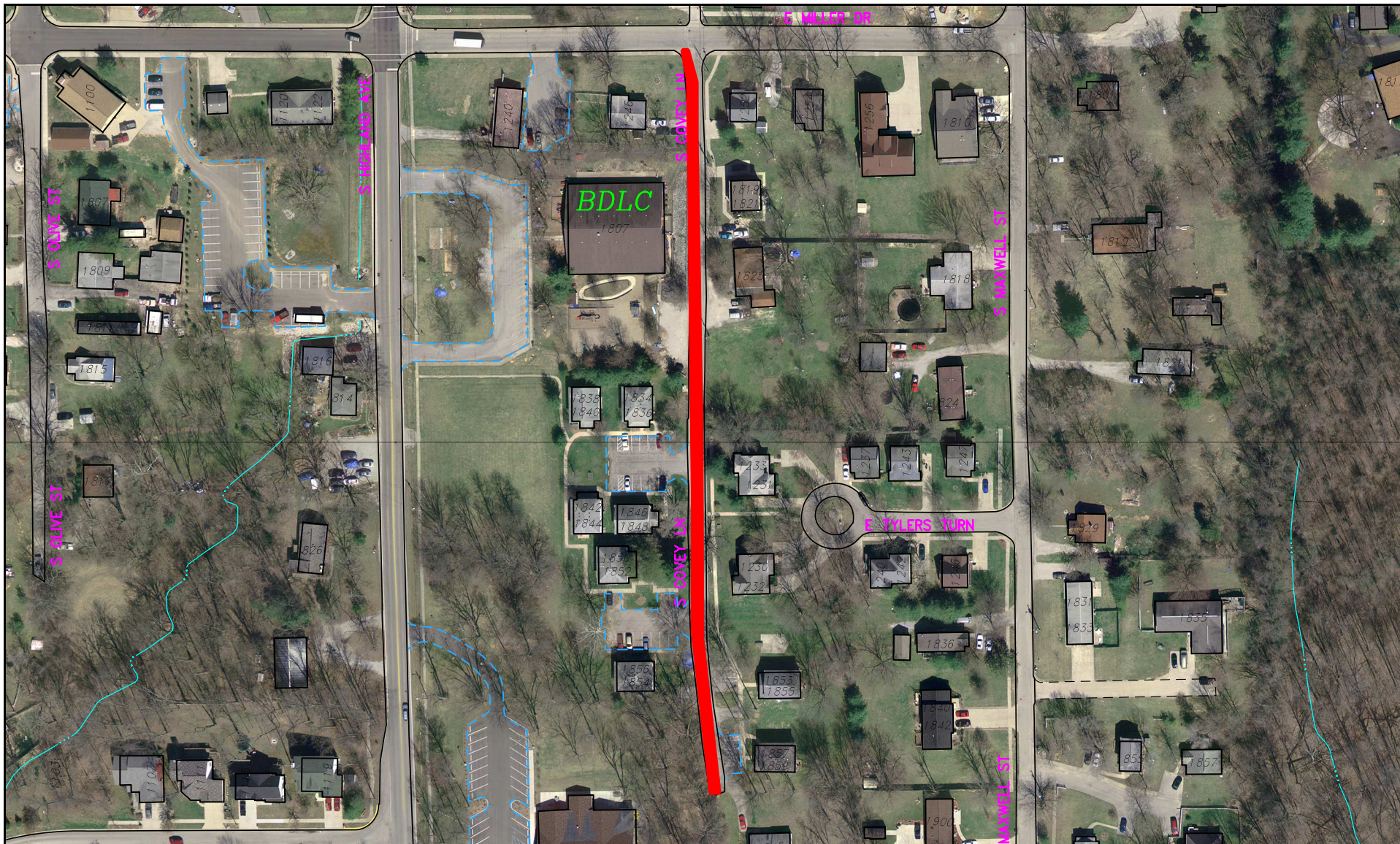
Please let me know if you've further questions and/or concerns.

Best regards,

# **Council Member Requests**

*Forthcoming*



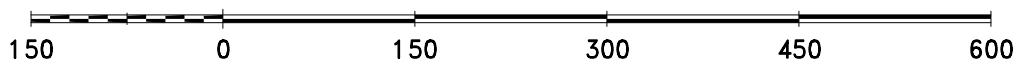


2009 Council Sidewalk Committee

Mr. Stallings' request for a sidewalk on the east side of Covey Lane (from Miller to deadend)

By: fallsm

6 Oct 08



For reference only; map information NOT warranted.

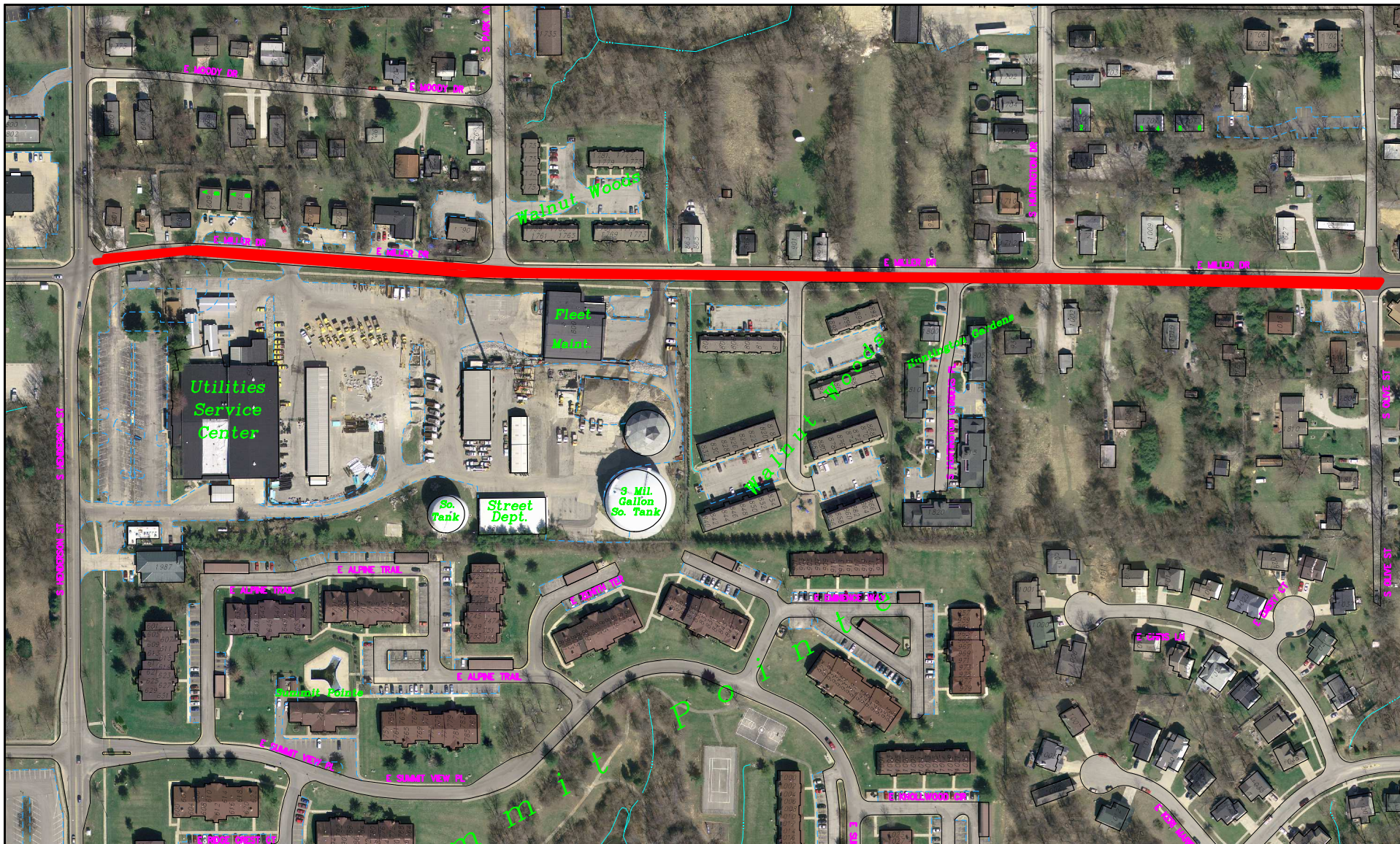


City of Bloomington  
Clerk & Council



Scale: 1" = 150'





2009 Council Sidewalk Committee  
 Ms. Markum's request for sidewalks on both sides of East Miller Drive

By: fallsm  
 7 Oct 08



For reference only; map information NOT warranted.

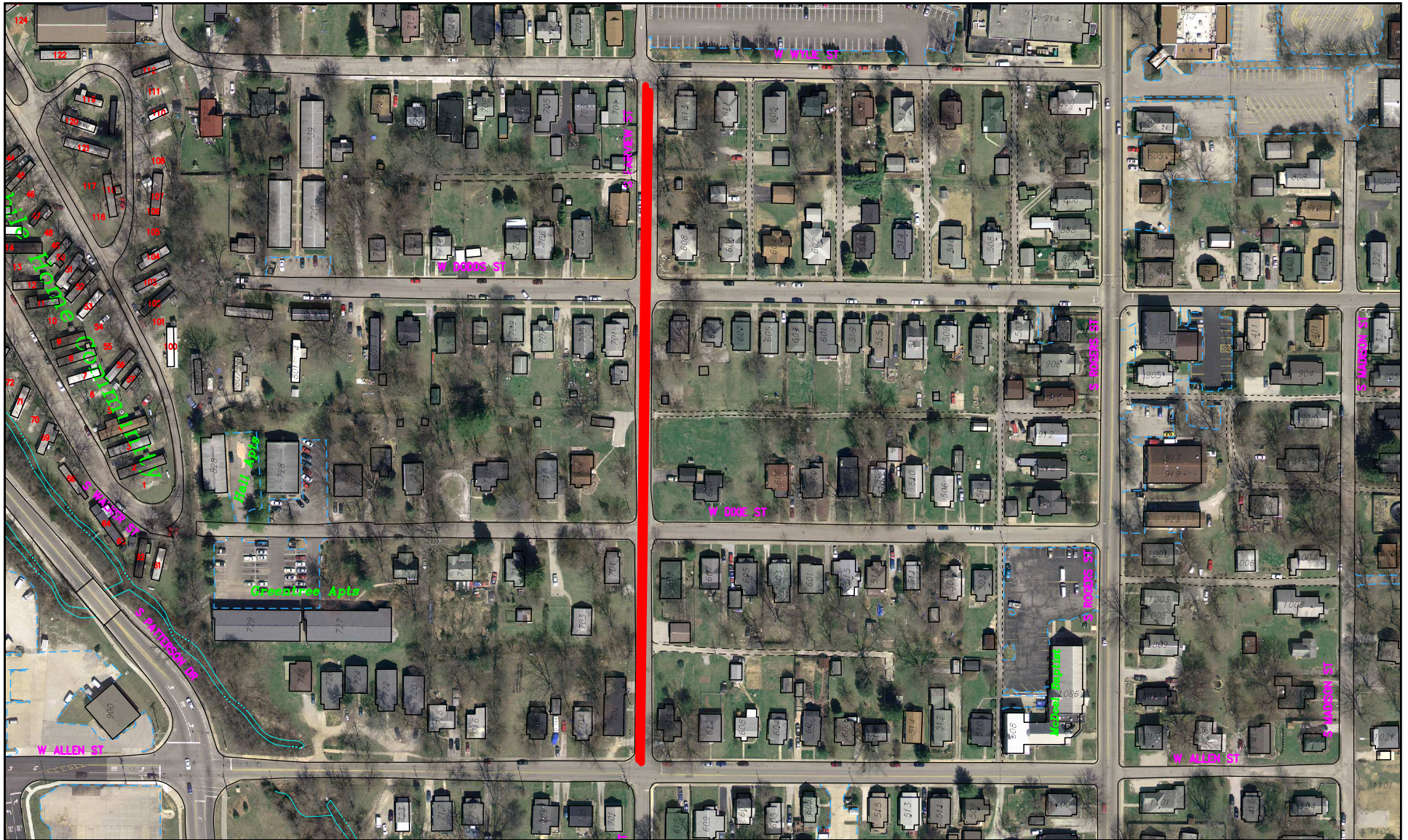


City of Bloomington  
 Clerk & Council



Scale: 1" = 250'





2009 Council Sidewalk Committee

McDoel Neighborhood Association's request for a sidewalk on Faireview (from Allen to Wylie)

By: fallsm

7 Oct 08



For reference only; map information NOT warranted.

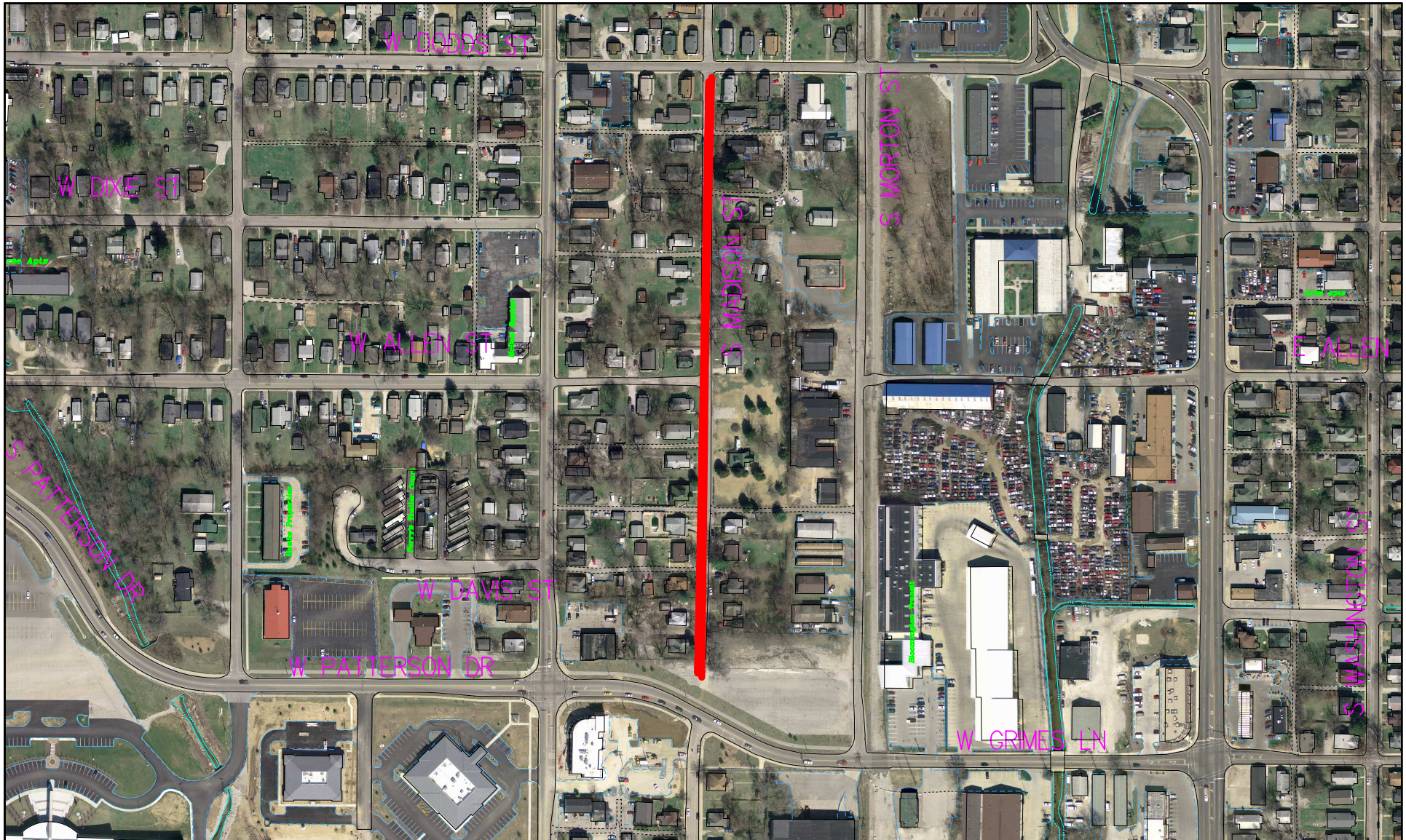


City of Bloomington  
Clerk & Council



Scale: 1" = 200'





2009 Council Sidewalk Committee

McDoel Neighborhood Association's request for a sidewalk on Madison Street (from Dodds to Patterson)

By: fallsm

7 Oct 08



For reference only; map information NOT warranted.

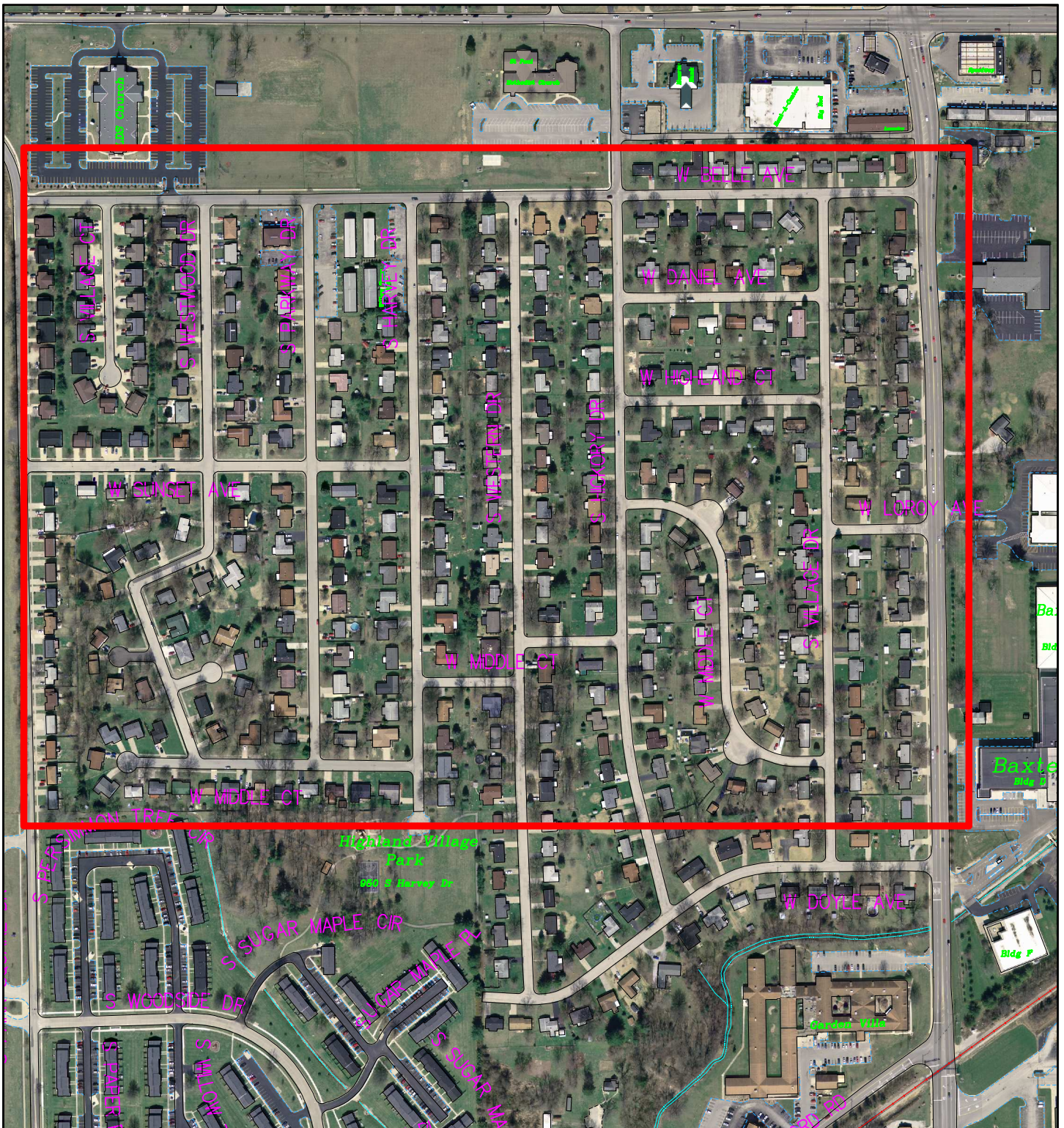


City of Bloomington  
Clerk & Council



Scale: 1" = 300'



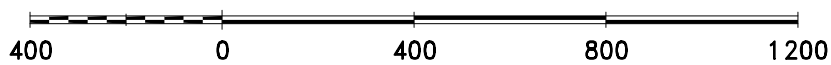


2009 Council Sidewalk Committee

Mr. Sommer's request for sidewalks in Highland Village

By: fallsm

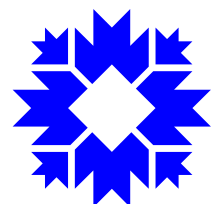
7 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council

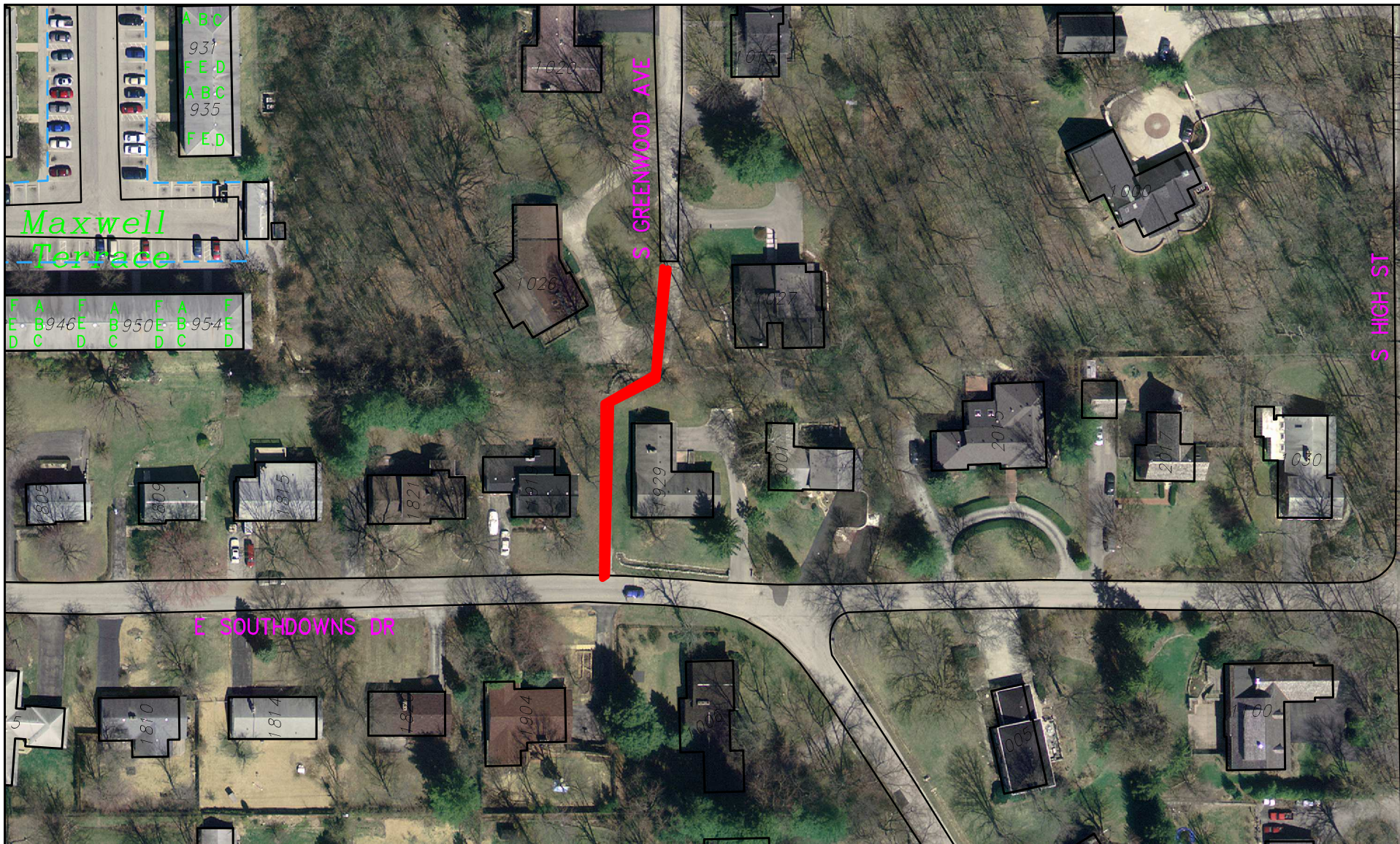


Scale: 1" = 400'









2009 Council Sidewalk Committee  
 Dave Rollo's request for a sidewalk from the south end of Greenwood to Covenanter

By: fallsm  
 7 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



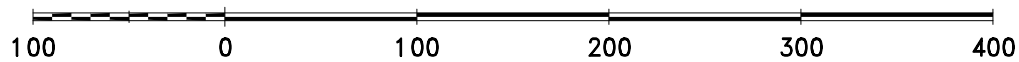
Scale: 1" = 100'





2009 Council Sidewalk Committee  
Andy Ruff's request for a sidewalk between Wylie and 1st north of Palmer

By: fallsm  
7 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 100'



## **Appendix Six - Other Sidewalk Projects**

### **Resources Materials**

#### **Sidewalk Inventory (Scott Robinson) – *Enclosed***

Map of:

- existing sidewalks (orange)
- projects completed or discovered in 2008 (green/orange); and
- recent Council Sidewalk Committee projects (green)

#### **Parks and Recreation Trail Projects (Steve Cotter) – Enclosed**

Memo and Maps

#### **HAND Projects (Bob Woolford) - *Enclosed***

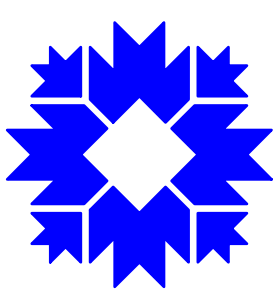
Memo and maps

#### **Other City (Public Works), County, and State Projects**

**(Justin Wykoff) – *Forthcoming***

Memo and material

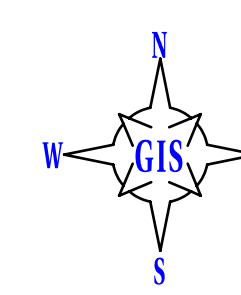




# City of Bloomington, Indiana

Planning Department

# Sidewalk Inventory



Sept 04, 2008

3

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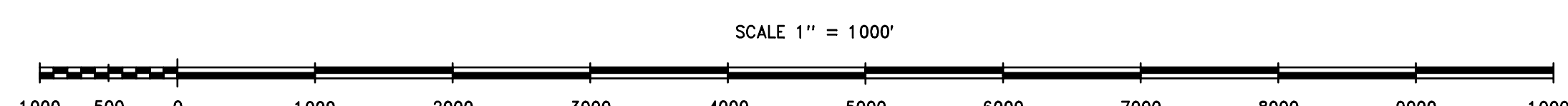
9

Corporation  
Boundary

- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk
- New Sidewalks
- 2006 Sidewalk  
Committee Projects

Bloomington Geographic Information System

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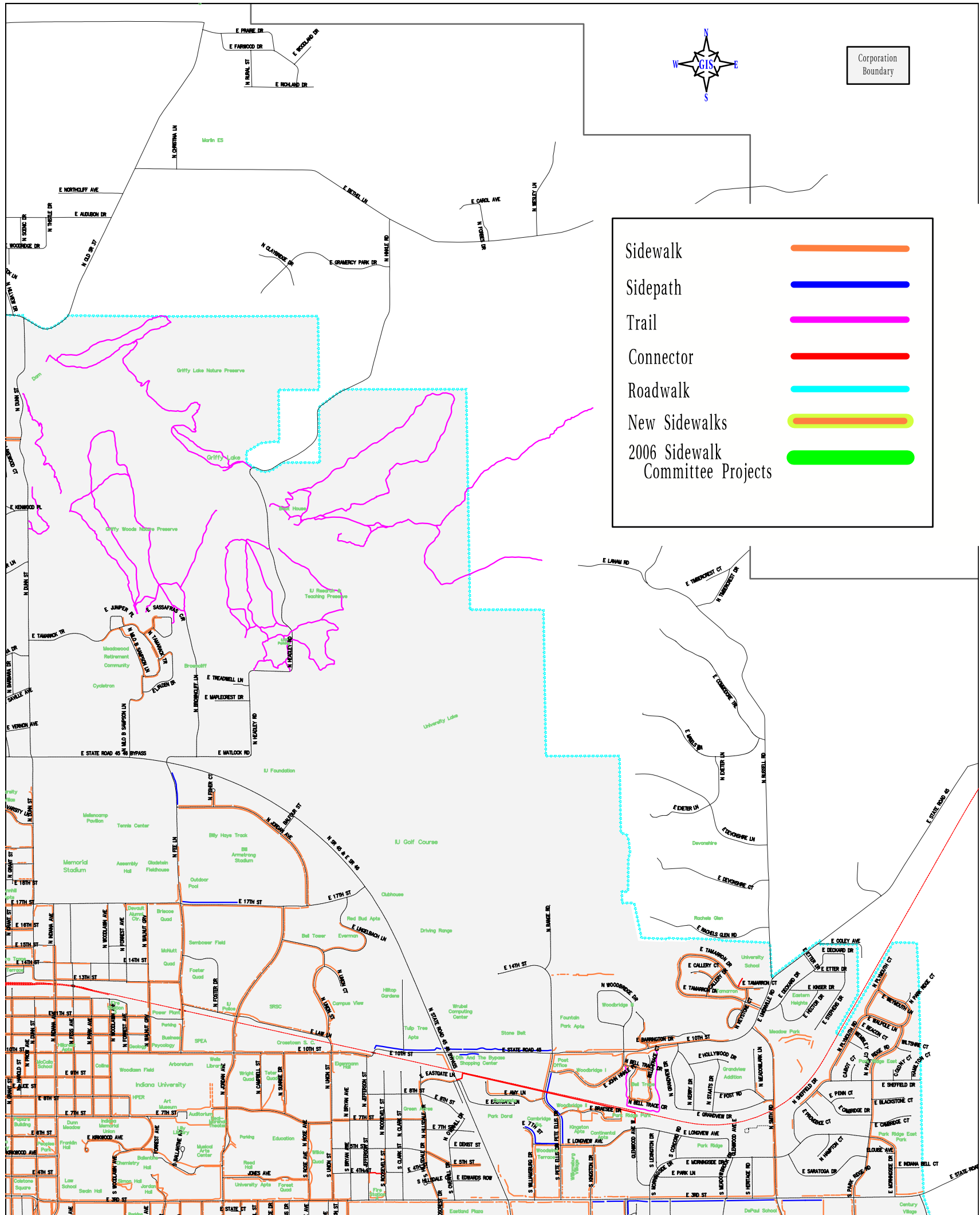


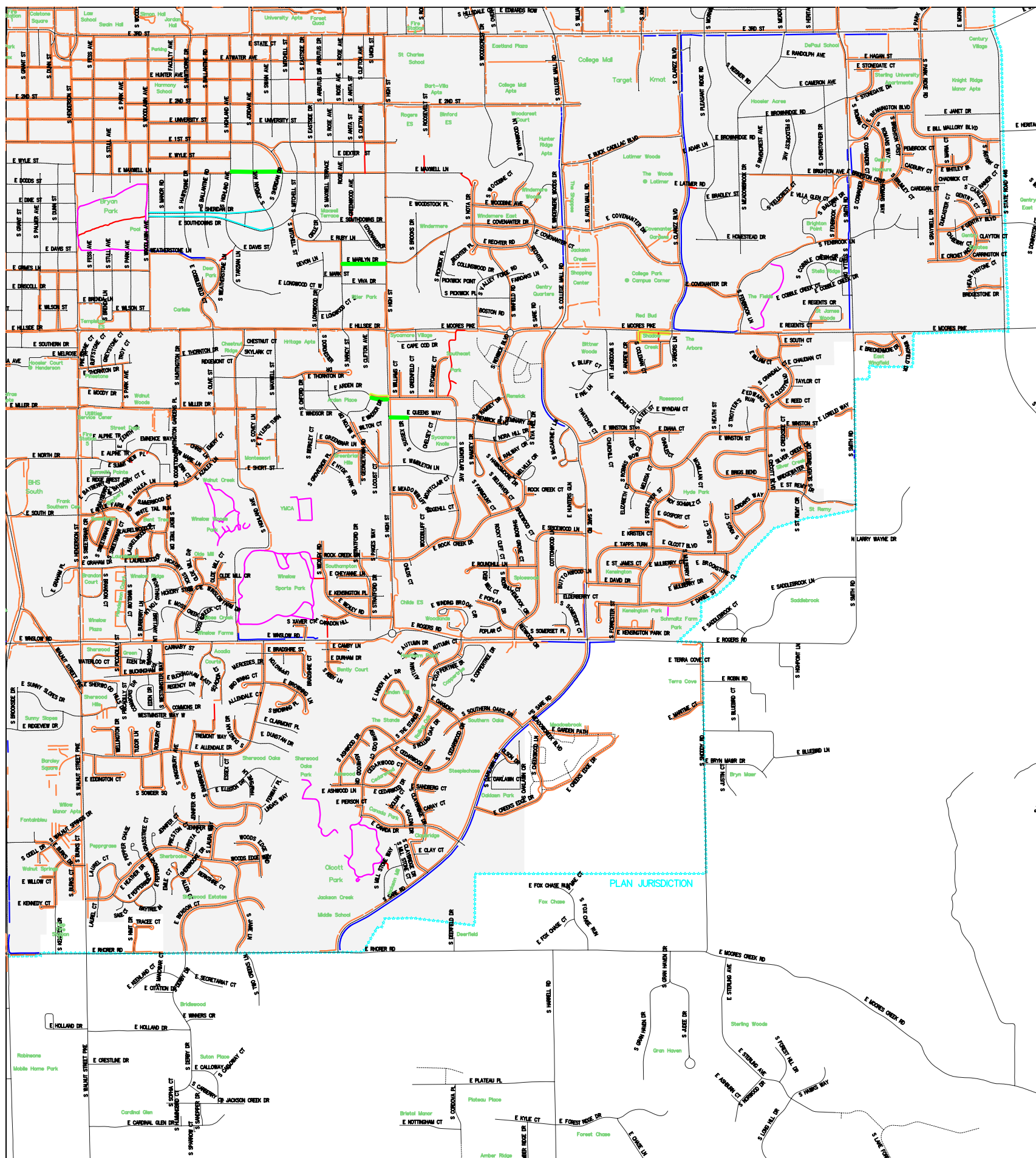




Corporation  
Boundary

- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk
- New Sidewalks
- 2006 Sidewalk  
Committee Projects

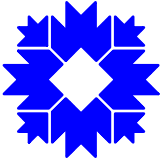




# 2008 Sidewalk Inventory





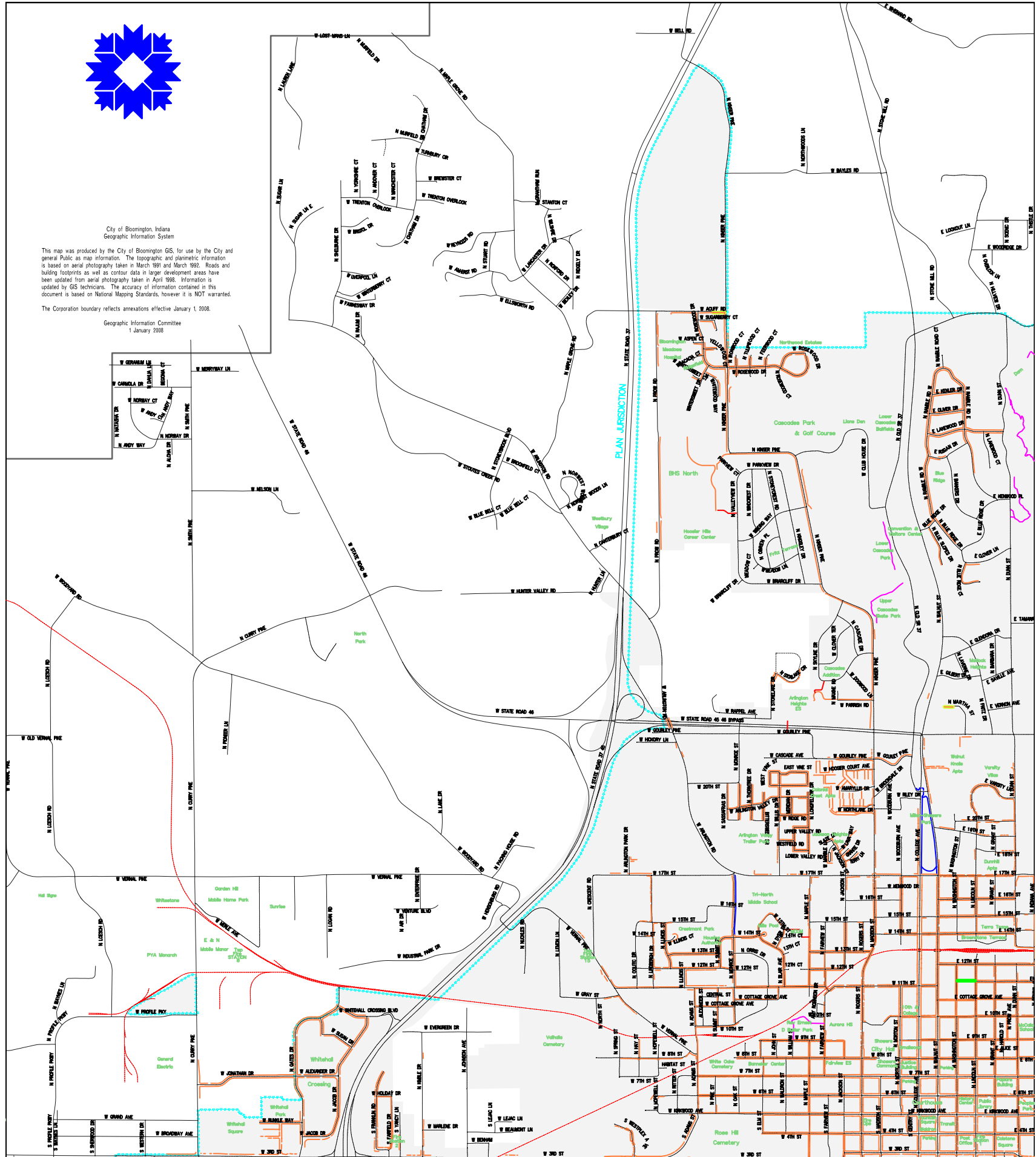


City of Bloomington, Indiana  
Geographic Information System

This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography taken in March 1991 and March 1992. Roads and building footprints as well as contour data in larger development areas have been updated from aerial photography taken in April 1998. Information is updated by GIS technicians. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2008.

Geographic Information Committee  
1 January 2008





## **Bloomington Parks and Recreation Status of Bicycle and Pedestrian Facility Projects**

### **B-Line Trail**

Phase 1 of the B-line trail, running from Rogers St. south to 2<sup>nd</sup> St, will be substantially complete by the end of 2008. Final touches will be installed in spring of 2009. The asphalt trail will be 12 feet wide with 2 foot gravel shoulders. Phase 1 is funded by the Transportation Enhancement (TE) program.

Construction of Phase 2 of the B-Line Trail, which will extend the trail south from 2<sup>nd</sup> St. to Grimes Lane, and west from Rogers St. to Adams St., will begin as soon as possible after the completion of Phase 1. Phase 2 will be constructed with local funds and a \$900,000 grant from the state.

### **Jackson Creek Trail**

INDOT has approved Parks' request to use the \$500,000 allocated for Phase 1 of the JCT to construct trail through and to the north of Sherwood Oaks Park, instead of to the south as was originally planned. This phase, which will extend from Sherwood Oaks Park to the roundabout at the intersection of High St. and Rogers Rd., has an August 2010 INDOT letting date. A proposal to build one or more connector paths from the neighborhoods west of Sherwood Oaks Park into the park would improve access to the park, though steep slopes in the area would require well designed facilities.

A section of the Jackson Creek Trail has been constructed as part of the Creek's Edge residential development between the east branch of Jackson Creek and Sare Rd. This 2500 foot long section of trail was built to the same standard as the Clear Creek Trail. The trail surface will consist of a 12 foot wide asphalt trail with 2 foot wide gravel shoulders. Recent flood damage to the trail will be repaired before it is accepted by the City of Bloomington.

A 1900 foot long section of the Jackson Creek Trail will be constructed through the Renwick development from the northeast corner of Southeast Park to Sare Rd. The trail, which parallels a wooded tributary of Jackson Creek, will be 8 feet wide. Construction is slated for fall of 2008.

### **Park Connector Trail**

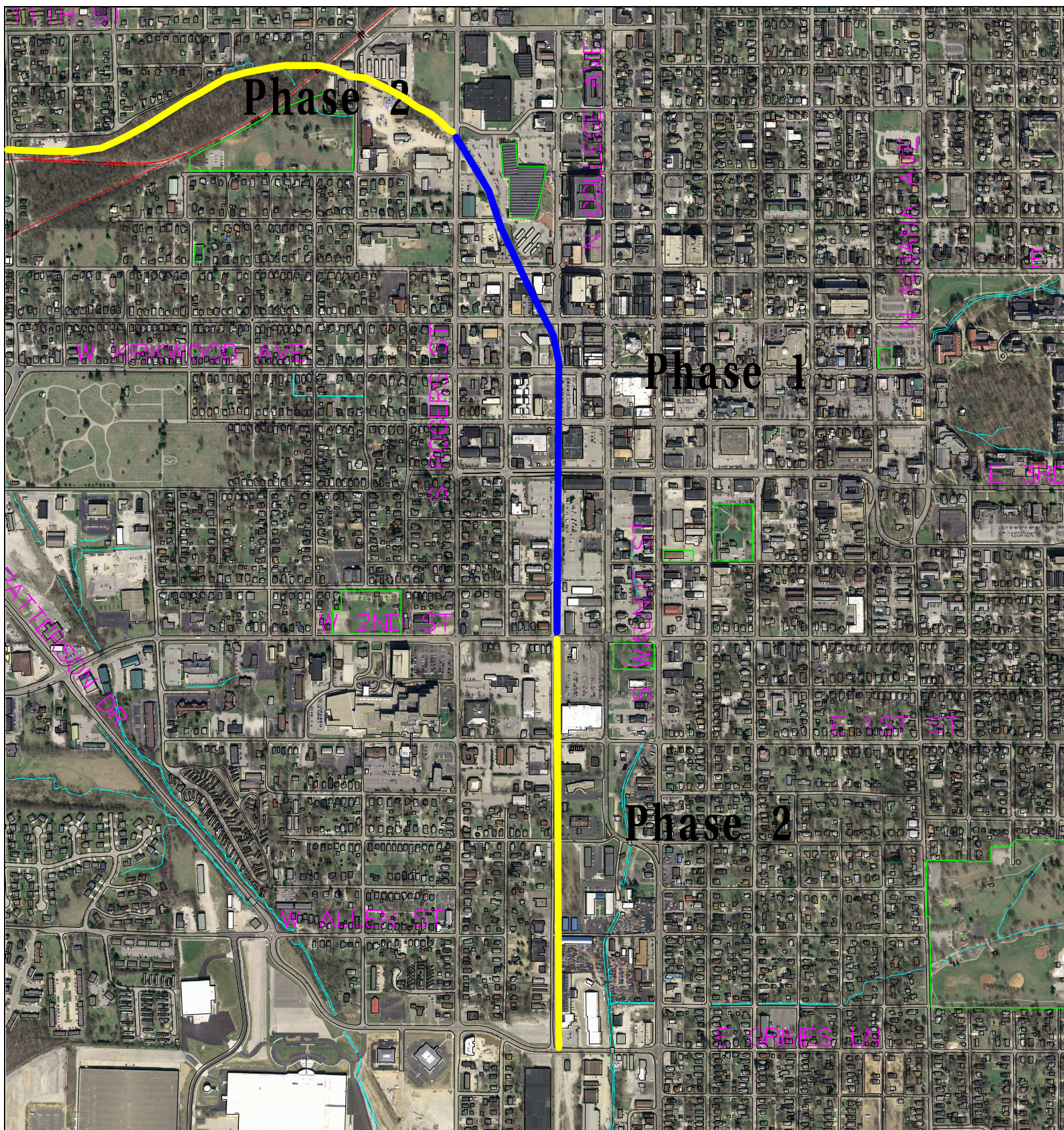
A trail feasibility study to identify and evaluate possible routes to connect Miller-Showers Park, Cascades Park and the Griffy Lake Nature Preserve was completed in 2007. The study recommends using a combination of sidepath and multi-use path to connect the three parks along a 2.3 mile corridor. The recent acquisition of 2 inholdings, a trailer park and a limestone mill immediately north of the Lower Cascades Ballfields,

increases the feasibility of this project. The recently completed Griffy Master Plan calls for improved access to the park for bicyclists and pedestrians.

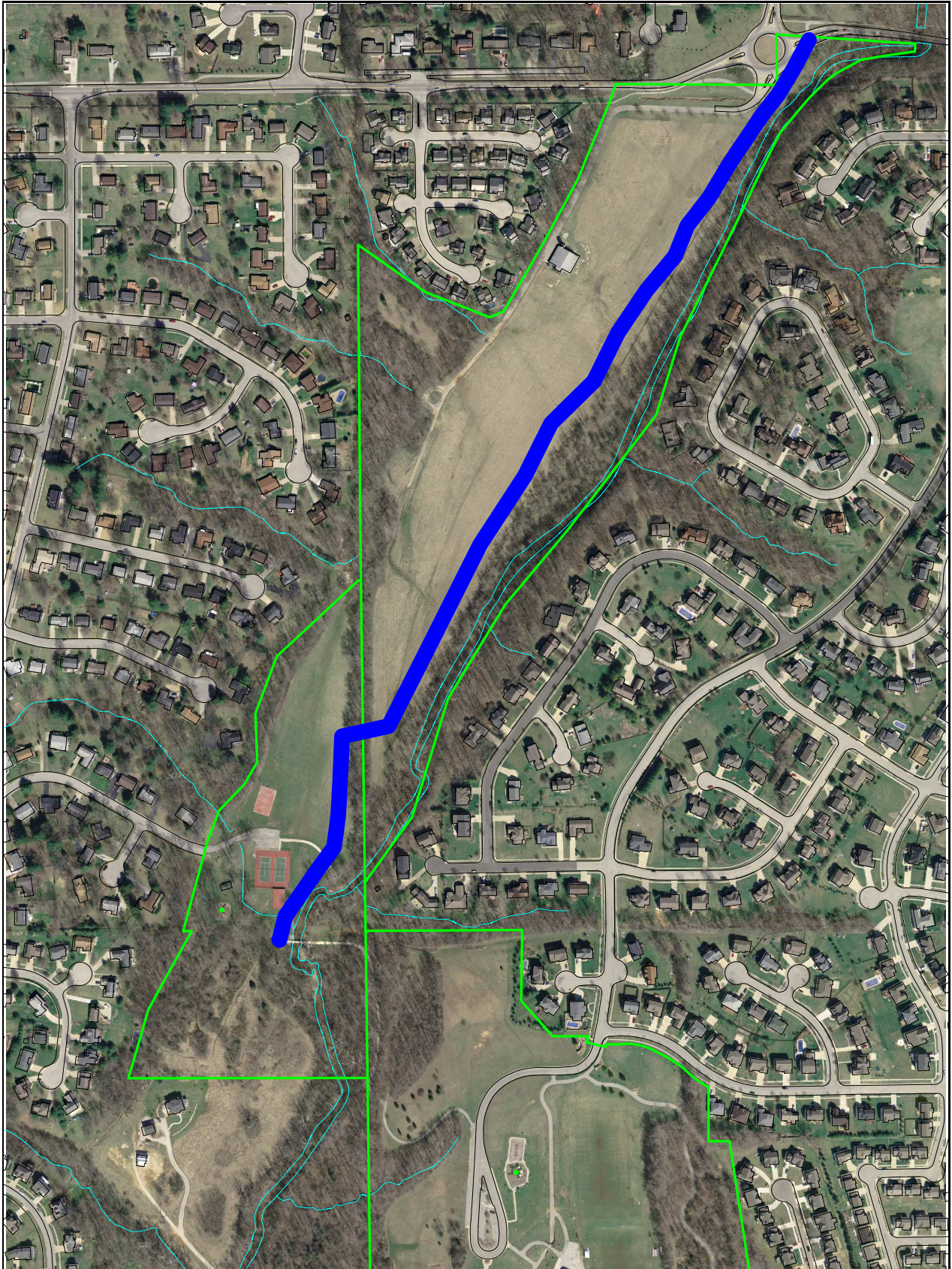
### **Bryan Park**

Approximately 750' of sidepath was recently constructed on the east side of Henderson St. along the western edge of Bryan Park. The sidepath, along with a pedestrian refuge at the intersection of Henderson and Allen Streets, and a reconfigured parking lot, have improved pedestrian safety and access in the area. A proposal to connect the path to Fess Ave., at the south edge of the park, would increase the safety of students walking through the park to Templeton School. Sidewalk was constructed through and around the new Tot Lot in the park.

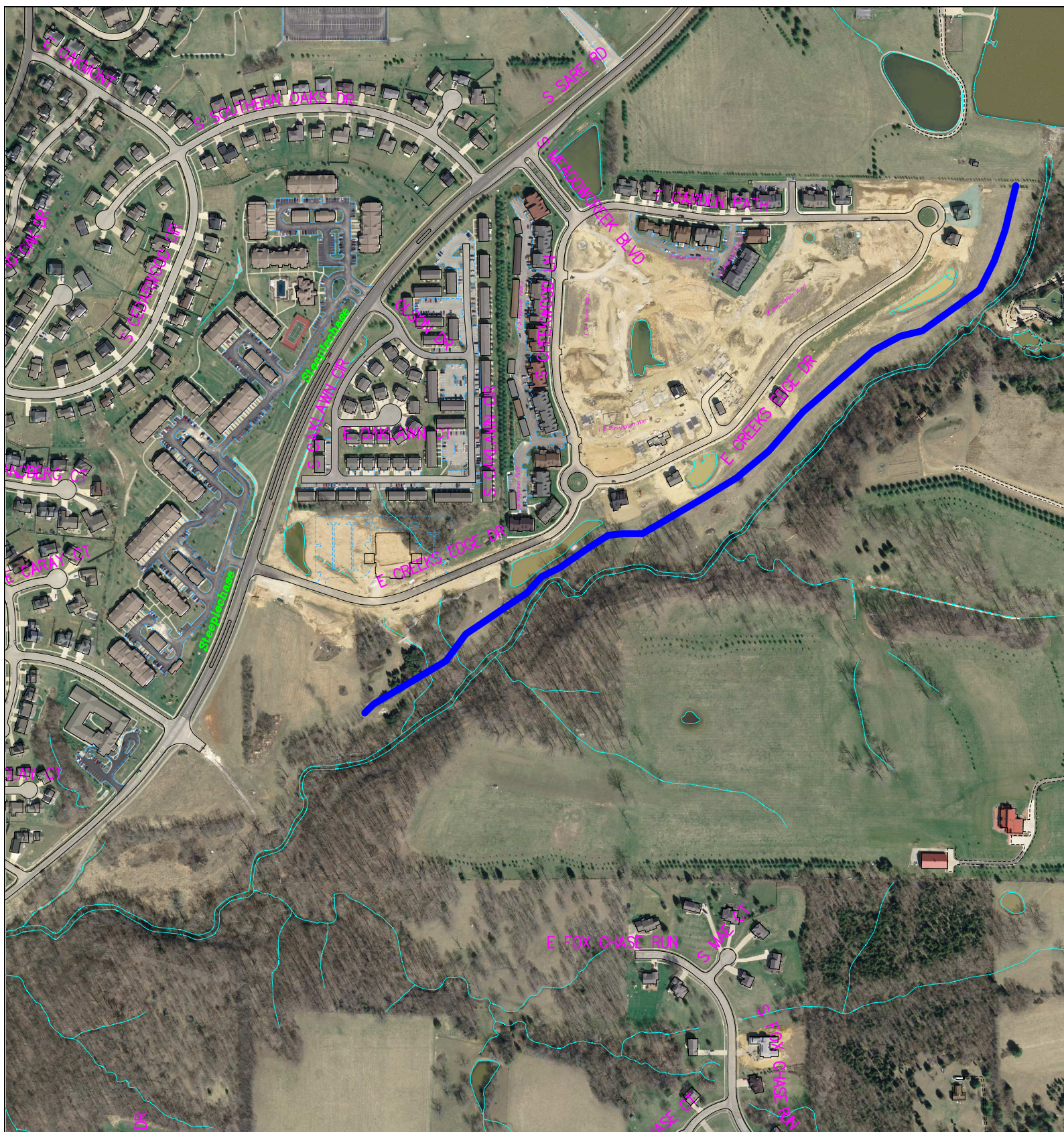




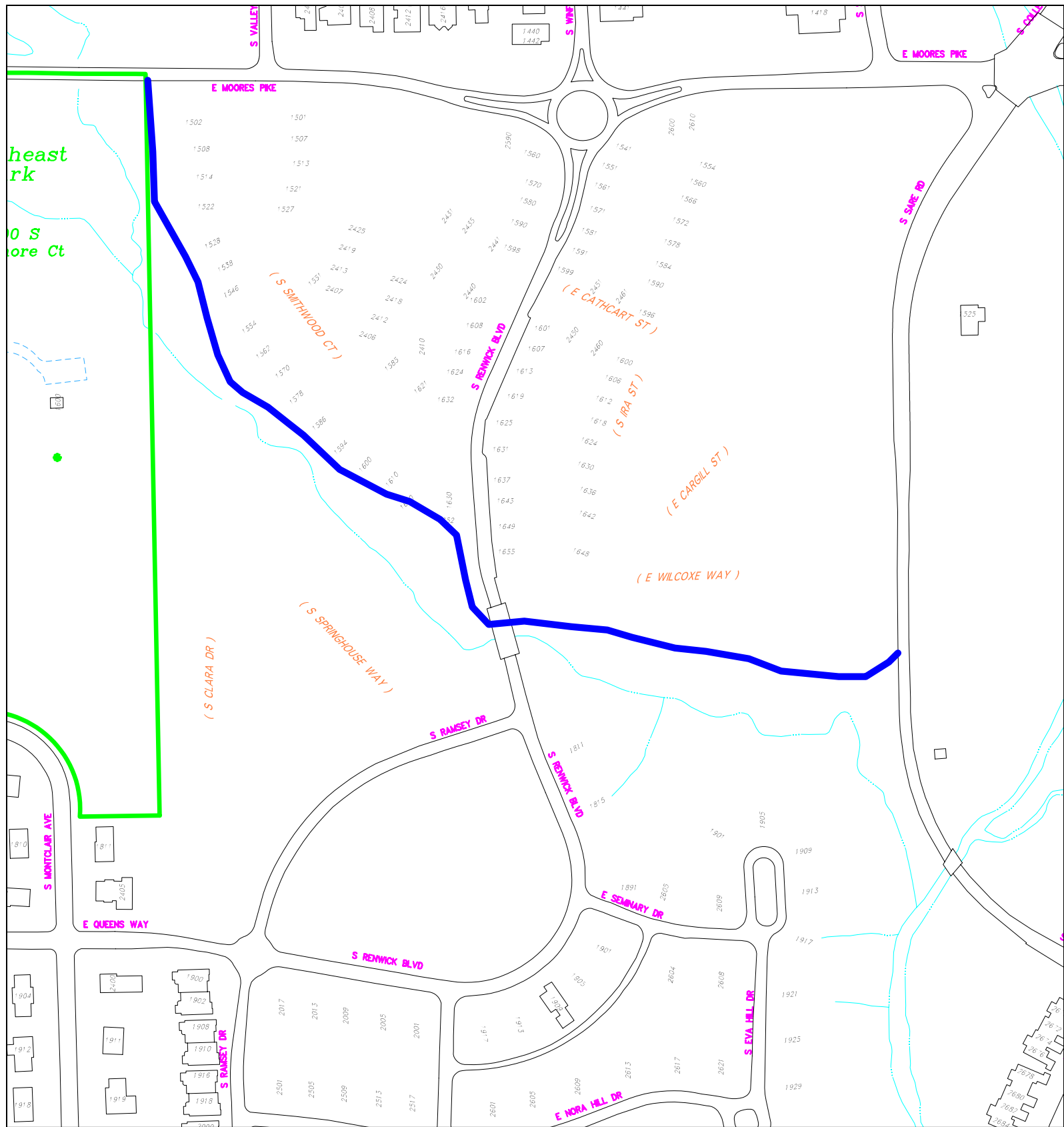


















## HAND PROJECTS IN 2008 AND PROPOSED FOR 2008 AND 2009

HAND has recently completed 3 projects in 2008. They are:

1. S. Henderson and Brenda—HAND Neighborhood Improvement Grant Project with Bryan Park. This was the first part of the Safe Routes to School project for Templeton.
2. S. Maple from 3<sup>rd</sup> to 4<sup>th</sup> Streets—HAND partnered with DPW to replace sidewalks.
3. S. Rogers and Allen—HAND assisted with DPW with minor improvements at this intersection.

HAND currently has 4 specific projects for 2008-2009. They are:

1. S. Bryan and W. Coolidge – HAND affordable housing project which required new sidewalks to be installed as part of a subdivision.
2. N. Monroe and W. 10<sup>th</sup> – HAND affordable housing project which required new sidewalks to be installed with new construction.
3. S. Bryan and Camden—HAND affordable housing project with Habitat for Humanity which requires new sidewalks to be installed because new houses were built.
4. S. Henderson and Thornton—HAND is hoping to partner with DPW and CBU to install storm drainage and sidewalks along this section of Henderson.

Other sidewalk projects that HAND would like to partner with others include:

1. Country Club Sidepath from Rockport Road to the project limits of the Country Club and Rogers Street project currently underway.
2. Rockport Road from Countryside Lane to Country Club Road.
3. Graham Drive from Rockport Road to Rogers Street.
4. Allen Street B-Line connection west to Rogers Street

There may be additional housing projects that may require sidewalks but those projects are hard to predict. Funding is available for sidewalk projects in target areas with the support of the Street Department and, if needed, CBU.

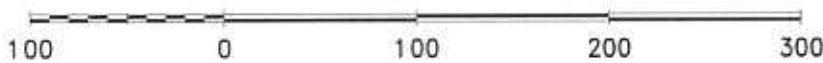
Bob Woolford





Completed

By: woolforr  
23 Sep 08



For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood

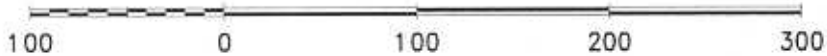


Scale: 1" = 100'



Completed

By: woolfarr  
23 Sep 08



For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood



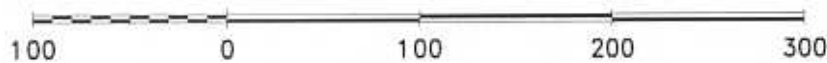
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Completed

By: woolforr  
23 Sep 08



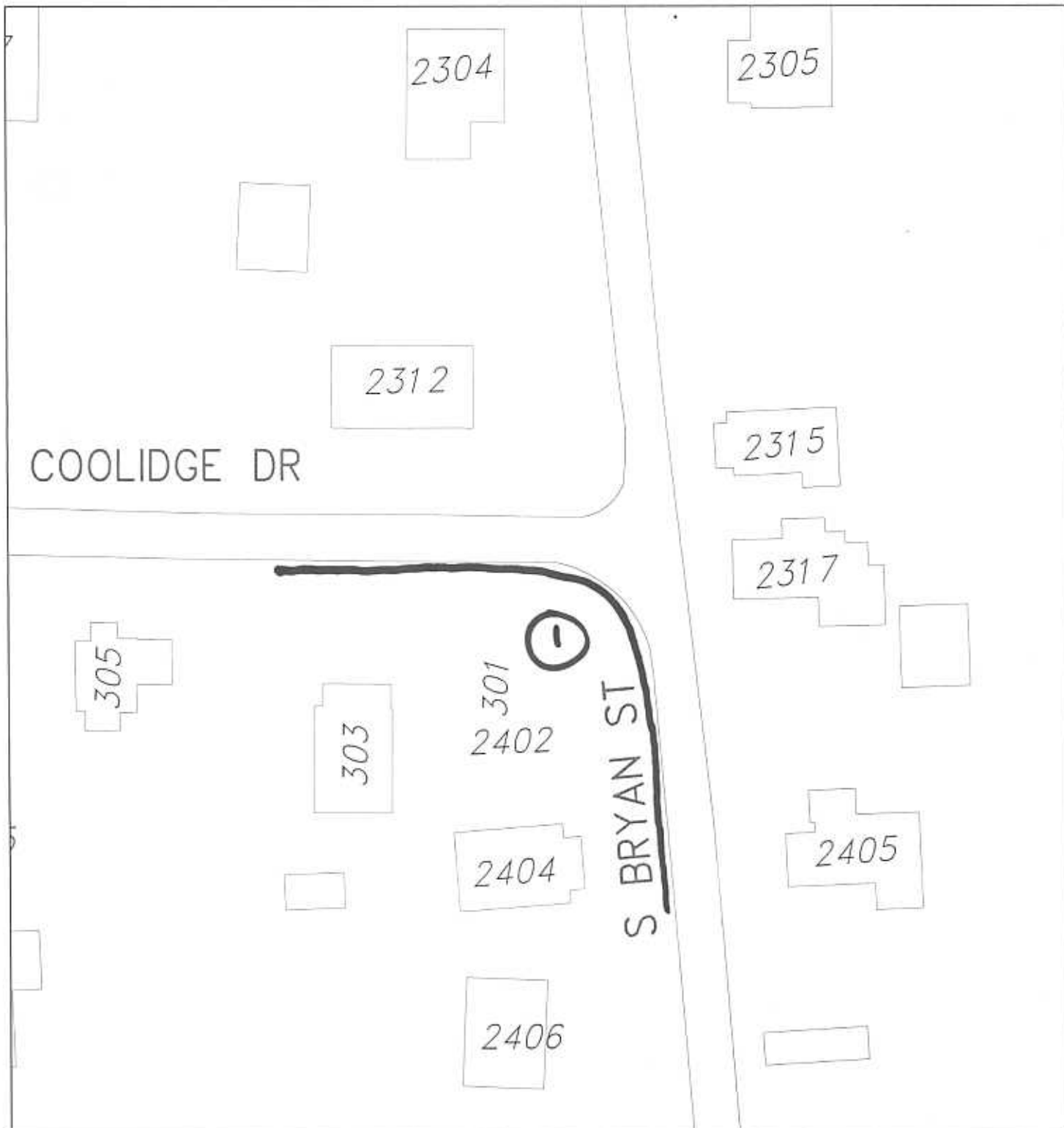
For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood



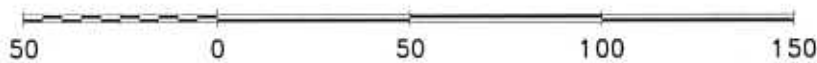
Scale: 1" = 100'

N



Current

By: woolforr  
22 Sep 08



For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood



Scale: 1" = 50'

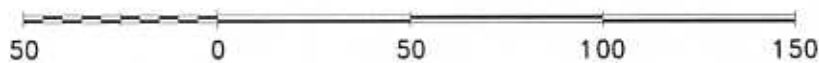






Current

By: woolforr  
22 Sep 08



For reference only; map information NOT warranted.



City of Bloomington  
Housing & Neighborhood

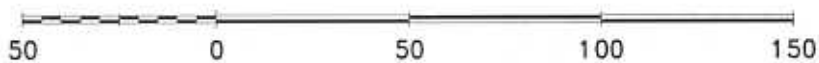


Scale: 1" = 50'



Current

By: woolforr  
22 Sep 08



For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood



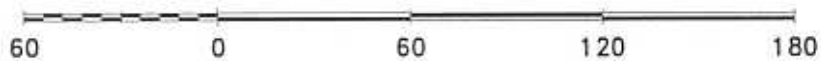
Scale: 1" = 50'





Current

By: woolforr  
22 Sep 08



For reference only; map information NOT warranted.

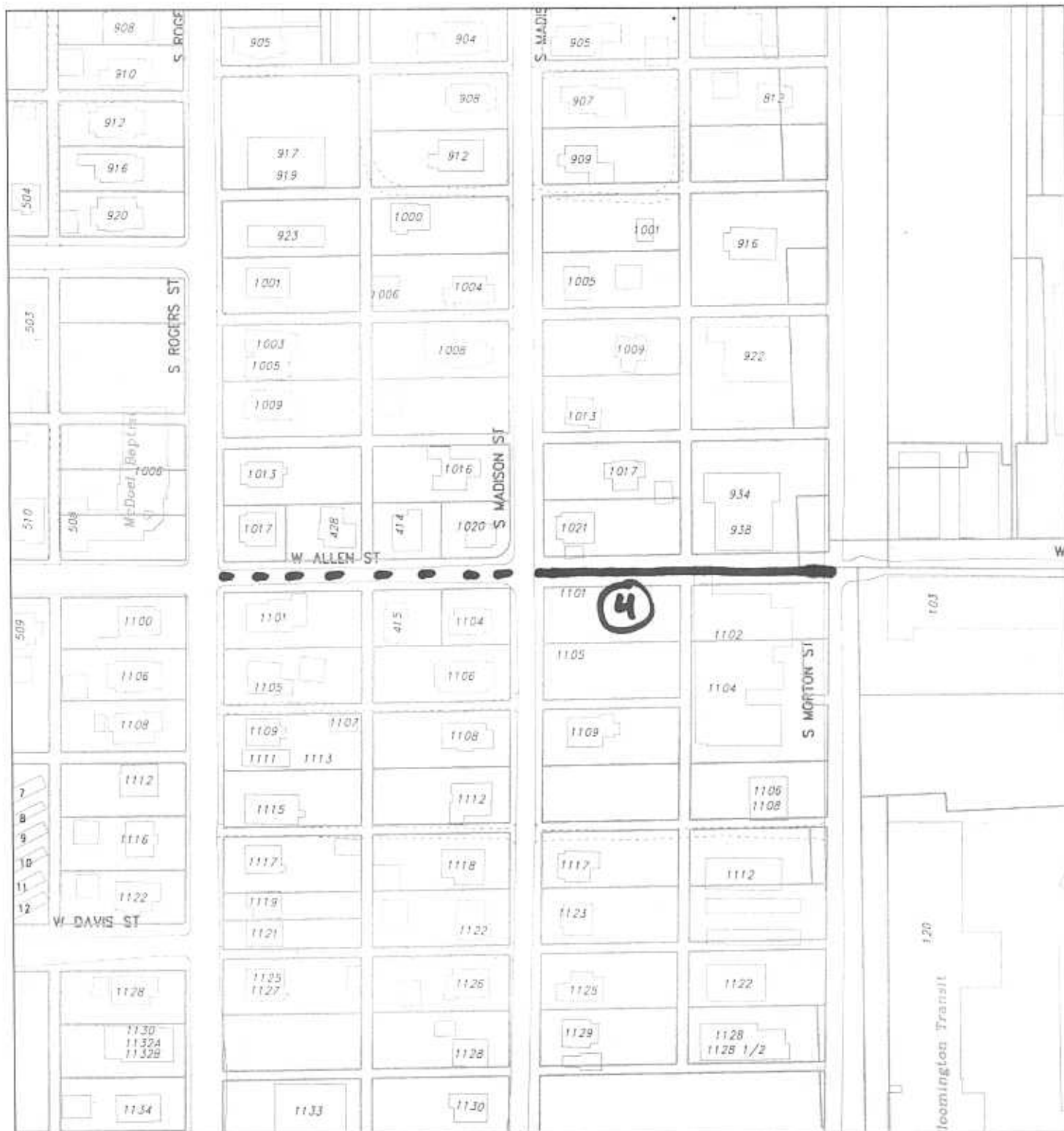
City of Bloomington  
Housing & Neighborhood



Scale: 1" = 60'

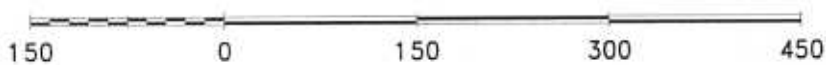






# Proposed Project

By: woolforr  
23 Sep 08



For reference only; map information NOT warranted.

City of Bloomington  
Housing & Neighborhood



Scale: 1" = 150'

N

# **Other City (Public Works), County, and State Projects**

**(Justin Wykoff) – Memo and material**

*Forthcoming*



## **Appendix Seven - Schedule for 2009**

The Committee meets in the fall (after the budget for the next year has been adopted) and finishes deliberations in time for the Report and Recommendations to be approved by the Council in mid-January. This coversheet and calendar are intended to help you schedule the remaining meetings of the Committee and action by the Council.

### **Typical Next Steps in the Deliberations**

<b><u>Action</u></b>	<b><u>Proposed Completion Date</u></b>
<b>Evaluating</b> previously considered projects	Early October
<b>Selecting</b> projects for additional estimates and further consideration	Mid – Late October
<b>Reviewing</b> projects along with estimates	Late November or early December <i>(depending upon the work involved in preparing estimates)</i>
<b>Recommending</b> allocation of funds	Mid-December or early January <i>(depending upon dates for final bid amounts and the encumbering of funds)</i>
<b>Approving</b> Schedule for 2010 projects	<i>Same as above</i>
<b>Council approval</b> of the Report and Recommendations by the Council	Mid- January

### **Discussion**

Chair

### **Material**




City Calendar for October through December - *enclosed*

# October 2008


Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday																																																																																																		
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# November 2008

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<b>14</b>	<b>15</b> 4:00 PM CCA, McCloskey 5:30 PM BPSC, Hooker	<b>16</b> 4:00 PM BPS, McCloskey 4:00 PM CFRC, Hooker 5:30 PM ACC, McCloskey	<b>17</b> 9:30 AM Tree, Rosehill 2:00 PM HO, Kelly 4:00 PM MLKC, McCloskey 5:30 PM TC, Chambers 7:00 PM CONA, Hooker 7:30 PM CCL/RS, Chambers	<b>18</b> 8:00 AM BHA, BHA 3:30 PM BMFC, Hooker 7:00 PM EC, McCloskey	<b>19</b> 12:00 PM DVT, McCloskey 12:00 PM EDC, Hooker    Payday	<b>20</b>																																																																																											
<b>21</b>	<b>22</b> 12:00 PM Ord/DL 12:00 PM Res/DL 5:00 PM USB, Utilities 5:30 PM BHRC, McCloskey	<b>23</b> 5:30 PM BPW, Chambers	<b>24</b>	<b>25</b> City Holiday  Holiday Observance	<b>26</b>	<b>27</b>																																																																																											
<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b> 2:00 PM HO, Kelly	<div> <div> Nov 2008 <table> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> <tr><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> <tr><td>30</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> </div> <div> Jan 2009 <table> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> <tr><td></td><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr> <tr><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td></tr> <tr><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td></tr> </table> </div> </div>			S	M	T	W	T	F	S							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30							S	M	T	W	T	F	S					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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